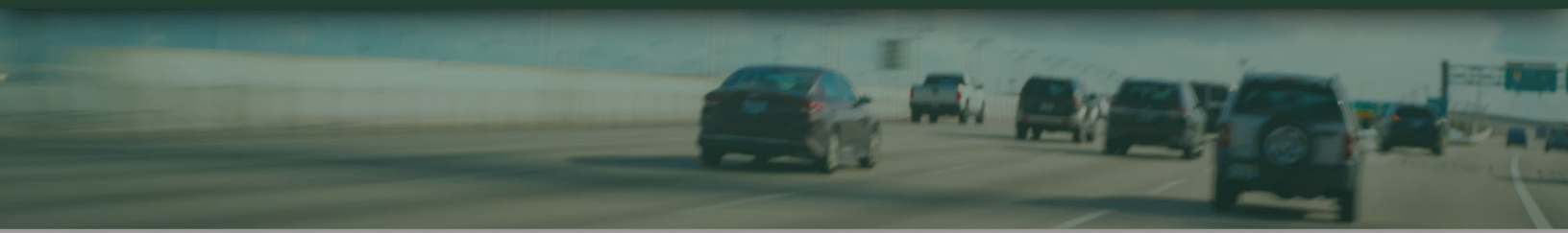
TRCC

DATA WHEN, WHERE, AND HOW YOU NEED IT

FLORIDA TRAFFIC SAFETY INFORMATION SYSTEM STRATEGIC PLAN

2022-2026



FDOT

FLORIDA TRAFFIC RECORDS COORDINATING COMMITTEE (TRCC)

Updated July 2024

TARGET ZERO
FATALITIES & SERIOUS INJURIES

TABLE OF CONTENTS

1. INTRODUCTION

The Florida Traffic Safety Information System (TSIS) Strategic Plan serves as a guiding document for Florida's Traffic Records Coordinating Committee (TRCC). The plan covers a five-year period from 2022 through 2026. The purpose of the TSIS Strategic Plan is to provide a blueprint for measuring progress towards advancing the accessibility, accuracy, completeness, timeliness, and uniformity of Florida's traffic records systems and strengthening the TRCC program. It also provides Florida state agencies with a common basis for moving ahead with traffic records systems upgrades, integration, and data analysis required to conduct highway safety analyses in the State. The plan sets forth the specific actions and projects that will be undertaken over the next five years to accomplish these goals.

STRATEGIC PLANNING PROCESS

This TSIS update was guided and approved by the TRCC Executive Board and published by the Florida Department of Transportation (FDOT). Participants in the strategic planning process included the TRCC Executive Board members and other interested representatives from TRCC member agencies. The following agencies were represented during the strategic planning process: FDOT, the Florida Department of Highway Safety and Motor Vehicles (FLHSMV), Florida Department of Health (FDOH), Agency for Health Care Administration (AHCA), Florida Highway Patrol (FHP), Florida Police Chiefs Association (FPCA), Florida Sheriffs Association (FSA), TraCS/ELVIS Florida, University of Florida (UF), Florida Court Clerks and Comptrollers (FCCC), Cambridge Systematics Inc., and National Highway Traffic Safety Administration (NHTSA). Participants in the strategic planning process are listed in Appendix B.

In 2020, the FDOT State Safety Office (SSO) requested that the NHTSA facilitate a new Traffic Records Assessment (TRA), which was conducted from July 21, 2020, and concluded November 12, 2020. The recommendations from this assessment are included in Appendix A.

The planning process spanned a four-month period beginning with several meetings held virtually due to travel restrictions from Covid-19 between June 2020 and July 2020. These meetings focused on the six individual traffic record data systems including data usage and integration. At the December 4, 2020, meeting, the TRCC was presented with an overview of the results and discussions on next steps to improve Florida's TSIS began. With the assessment results as an impetus, the TRCC has updated this year's TSIS Strategic Plan's Action Plan (Appendix C) to provide focus and direction to the high priority recommendations that came out of the assessment process.

The strategic planning process consisted of three phases, as shown in Figure 1. The activities that took place during each phase are discussed in more detail below.

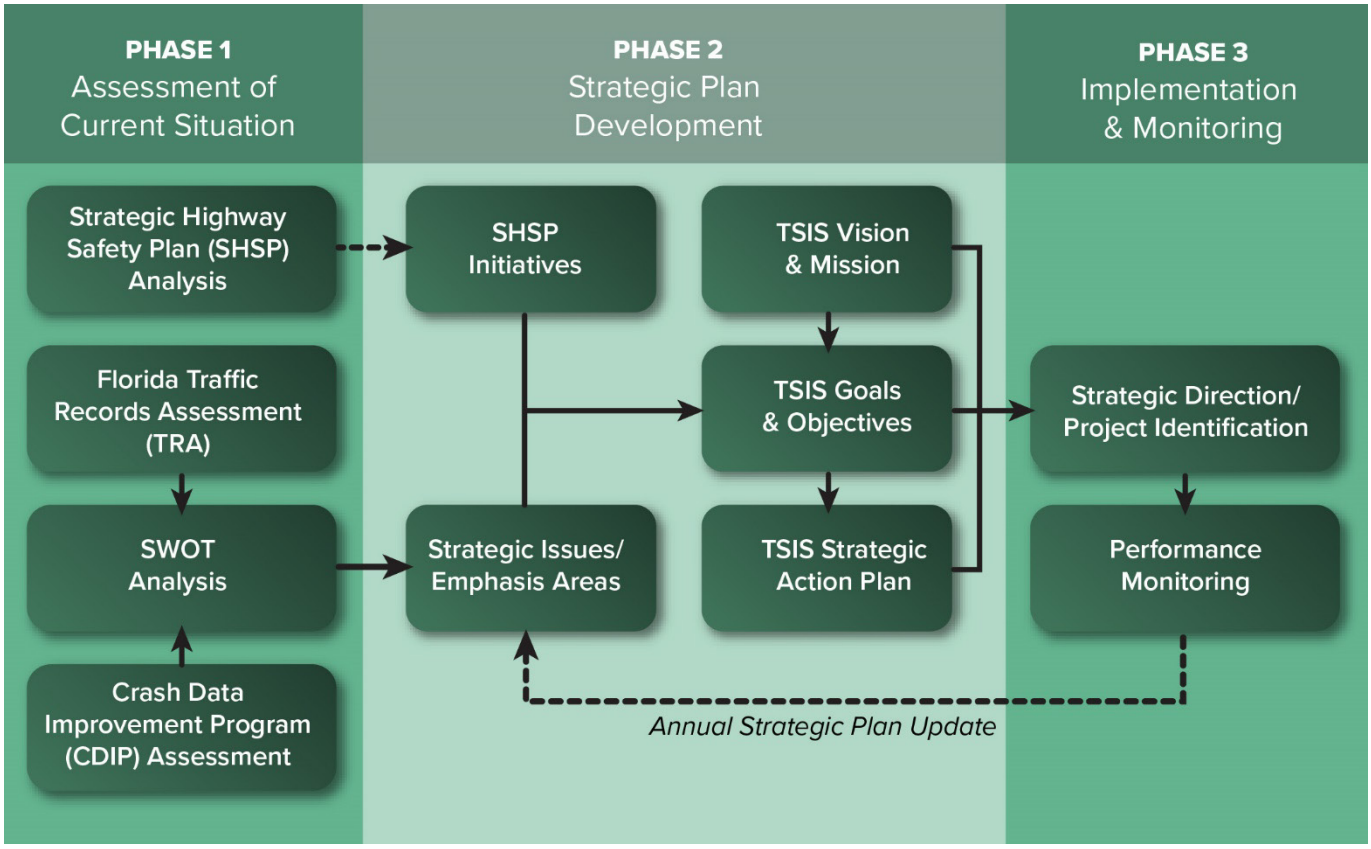


FIGURE 1: STRATEGIC PLANNING PROCESS

PHASE I: ASSESSMENT OF CURRENT SITUATION

Phase I involved an assessment of the current situation for Florida's traffic records information systems. This is largely defined by the traffic records and data collection deficiencies identified in the 2020 Traffic Records Assessment. Attendees participated in a SWOT analysis to identify strengths (S), weaknesses (W), opportunities (O), and threats (T) of Florida's traffic records information systems and the TRCC. The SWOT analysis provided a framework for matching Florida's strategy to the current situation. The results of the SWOT assessment were used to identify the following goals for the strategic plan: 1) Coordination; 2) Data Quality; 3) Integration; 4) Accessibility, and 5) Utilization.

PHASE II: STRATEGIC PLAN DEVELOPMENT

Phase II involved the development of the TSIS Strategic Plan, which consists of the vision, mission, goals, objectives, and strategies/action steps for improving the accessibility, accuracy, completeness, timeliness, integration, and uniformity of Florida's traffic records systems over the next five years.

Strategic planning participants conducted a visioning exercise and agreed the vision and mission should focus on the State's traffic records information systems, and not the TRCC as a group. The vision defines where Florida traffic records information systems will be in five years, while the mission is an overall statement of the desired result of Florida's planning efforts for traffic records systems. The TSIS vision and mission are detailed in Section 3.

Participants agreed the data quality objectives should focus on completeness, timeliness, accuracy, and uniformity, and owner agencies for each system determined whether the strategic plan would address each or a select few of the data quality attributes for their systems. Participants agreed objectives for integration should focus on the ability to link traffic

records data through a common or unique identifier, rather than achieving data integration through a data warehouse or similar environment.

Goals, objectives, and strategies/action steps were developed for each of the emphasis areas: timeliness, accuracy, completeness, uniformity, integration and accessibility. The results are detailed in Section 3.

PHASE III: IMPLEMENTATION AND MONITORING

Phase III is ongoing and involves identification of potential projects and systems improvement programs designed to move the State's traffic safety information systems in the direction defined by the goals, objectives, and strategies/action steps. Potential projects were identified at the June 2023 TRCC Executive Board meeting. Selected projects detail their purpose/description, lead agency, resource requirements, likely timeline, benchmarks, and expected impact on achieving the goals.

For performance monitoring, each owner agency was provided NHTSA's Model Performance Measure for State Traffic Records Systems report to serve as a guide for identifying appropriate performance measures in meeting the TSIS Strategic Plan goals and objectives. Owner agencies will monitor progress on their established performance measures and use a worksheet to report progress on each measure. Performance measures are detailed in Section 3. An update on progress in implementing the 2022 – 2026 TSIS Strategic Plan will be prepared on an annual basis in conjunction with Florida's Section 405(c) grant application process.

STRATEGIC PLAN ORGANIZATION

The TSIS Strategic Plan is organized is follows:

- Section 1 provides an introduction and overview of the strategic planning process.
- Section 2 describes the operations, governance, and membership of Florida's Traffic Records Coordinating Committee.
- Section 3 presents the TSIS Strategic Plan elements, which include the TSIS vision, mission, goals, objectives, and action steps.
- Section 4 provides a current report on accomplishments for the current fiscal year, and a description of how Florida's Section 405(c) and 402 grant funds will be used to address the goals and objectives of the TSIS Strategic Plan.
- Appendix A provides the 2020 Traffic Records Assessment Executive Summary.
- Appendix B lists the participants in the strategic planning process.
- Appendix C provides the annually updated TSIS Action Plan which lists specific objectives, strategies, and action steps to advance traffic records systems in Florida.

2. TRAFFIC RECORDS COORDINATING COMMITTEE

Florida's Traffic Records Coordinating Committee (TRCC) is a statewide stakeholder forum created to facilitate the planning, coordinating and implementation of projects to improve the State's traffic records information systems. This section summarizes the mission, purpose, governance, and membership of Florida's TRCC.

TRCC MISSION

Through the coordinated efforts of its member organizations, the TRCC will provide a forum for the creation, implementation, and management of a traffic safety information system that provides accessible, accurate, complete, consistent, integrated, and timely traffic safety data to the State of Florida. The TRCC Executive Board shall include policy level representatives of the following data systems: Crash Data, Roadway Inventory, Citation/Adjudication, EMS/Injury Control, Driver License/Driver History, and Vehicle Registration.

TRCC PURPOSE

To ensure that accurate, complete, and timely traffic safety data is collected, analyzed, and made available to those agencies and individuals that need the information. Key functions of the TRCC include, but are not limited to:

- Maintain authority to review Florida's highway safety data and traffic records systems.
- Provide a forum for discussion of highway safety data and traffic records issues and report on any issues to the agencies and the organizations in the State that create, maintain, and use highway safety data and traffic records.
- Consider and coordinate the views of organizations in the State that are involved in the administration, collection, and use of the highway safety data and traffic records system.
- Represent the interests of the agencies and organizations within the traffic records system to outside organizations.
- Review and evaluate new technologies to keep the State's highway safety data and traffic records systems up to date.
- Assist TRCC members applying for public and private funds to support and improve traffic records.
- Approve Florida's annual Section 405(c) application submitted by the Florida Department of Transportation (FDOT) to the NHTSA.
- Approve expenditures of Section 405(c) funds received by the FDOT.
- Review and approve the Florida Traffic Safety Information System Strategic Plan and any updates to the plan annually if tasks or objectives must be modified based on project progress.

GOVERNANCE OF THE TRCC

The TRCC Executive Board will elect the chair and vice chair of the TRCC from among its membership. The vice chair will serve as chair in his/her absence. The TRCC Executive Board meets, as needed, to discuss issues affecting Florida's Traffic Safety Information System. The TRCC Charter dictates that the TRCC Executive Board will meet at least once annually, however the Board normally meets at least once each quarter to conduct TRCC business. A majority vote of the members present at a meeting of the Executive Board is required to conduct TRCC business. At least four members of the Executive Board must be present to conduct business.

MEMBERSHIP OF THE TRCC

The TRCC consists of an Executive Board and Subcommittees as needed.

TRCC EXECUTIVE BOARD

The membership of the TRCC Executive Board includes representatives from agencies either responsible for managing at least one of the six information systems of the Traffic Safety Information System or with a vital interest in one or more of those systems. These agencies include the Florida Department of Transportation, Florida Department of Health, Florida Department of Highway Safety and Motor Vehicles, the State Court System, Florida Highway Patrol, Florida Sheriff's Association, Florida Police Chiefs Association. Members of the Executive Board are appointed by the heads of their respective agencies. The FDOT State Safety Office provides staff support for the TRCC Executive Board and the TRCC Coordinator.

The Executive Board can vote to extend membership on the Executive Board to other Florida entities, public or private, that are part of the traffic safety information system. Representatives from all Florida entities which are part of the traffic safety information system can participate on the TRCC, but only Executive Board members can vote on TRCC business. Executive Board members who are unable to attend a meeting may provide their written proxy for voting purposes.

TABLE 1: TRCC EXECUTIVE BOARD MEMBERSHIP[1]

NAME	AGENCY	TRAFFIC RECORDS SYSTEM REPRESENTED
Beth Allman (Chair)	Florida Clerk Courts and Comptrollers	Driver License / History Data Citation Law Enforcement / Citation Adjudication Data
Major Lisa Barnett (Vice-Chair)	Florida Highway Patrol	Crash Citation Adjudication
Lt. Steve Barrow	Leon County Sheriff's Office, Florida Sheriffs Association	Crash Citation Adjudication
Mike Hall	Florida Department of Health	EMS / Injury Surveillance
Lora Hollingsworth	Florida Department of Transportation	Roadway System
Robert Kynoch	Florida Department of Highway Safety and Motor Vehicles	Crash Data System Driver Licensing System Vehicle Registration System Citation Adjudication Data
Deputy Chief Tonja Smith	Tallahassee Police Department, Florida Police Chiefs Association	Crash Citation Adjudication

[1] TRCC Executive Board membership as of June 2024.

TRCC SUBCOMMITTEES

The Executive Board can create subcommittees to perform work for the board. Membership on these committees can include representatives from any Florida entity that contributes to or makes use of the traffic safety information system. The TRCC Coordinator serves as subcommittee chair and manages reporting responsibilities. Subcommittees can meet as often as needed to perform the work assigned by the Executive Board. The TRCC Coordinator shall report committee activities and accomplishments to the Executive Board at least quarterly.

3. TRAFFIC RECORDS STRATEGIC PLAN ELEMENTS

TSIS VISION AND MISSION

The following vision and mission statements were developed for Florida's Traffic Records Information System:

Vision: Users have access to quality traffic records data when, where and in the form needed.

Mission: Maximize the efficiency and effectiveness of traffic records data resources, collection, analysis and reporting.

TSIS GOALS, OBJECTIVES, AND STRATEGIC ACTION PLAN

The following goals were identified for Florida's traffic safety information system based on assessment recommendations and stakeholder input during the strategic planning process:

Goal 1: Coordination. Provide ongoing coordination in support of multiagency initiatives and projects which improve traffic records information systems.

Goal 2: Data Quality. Develop and maintain complete, accurate, uniform, and timely traffic records data.

Goal 3: Integration. Provide the ability to link traffic records data.

Goal 4: Accessibility. Facilitate access to traffic records data.

Goal 5: Utilization. Promote the use of traffic records data.

Appendix C provides the annually updated TSIS Action Plan which lists specific objectives, strategies, and action steps associated with these goals in order to advance traffic records systems in Florida.

4. ANNUAL IMPLEMENTATION UPDATE

STATUS REPORT – TRAFFIC RECORDS PROJECTS FROM FY2024

Table 3 and Table 4 include the status of recent traffic records projects.

TABLE 2: TRAFFIC RECORDS PROJECTS FROM FY2024 USING SECTION 405(C) FUNDING

PROJECT LEAD AGENCY AND PROJECT TITLE	SECTION 405(C) FUNDING	PURPOSE	DESCRIPTION	PROGRESS
University of Florida/Signal Four Analytics Expanding Accessibility, Utilization, and Data Integration of Signal Four Analytics	$882,000	Improve the Accessibility, Accuracy, Completeness, Integration, Timeliness, Uniformity of the Crash, Roadway, and Citation/Adjudication data systems.	The S4 Analytics team will continue to provide a statewide analytical system that currently integrates crash, citation, and roadway data to approximately 4,600 users across 1,000 agencies/vendors to allow local, regional and state agencies to analyze and create maps and statistical reports of crash and citation data in a consistent, uniform, and timely fashion. This fiscal year the S4 team will work in coordination with the FLHSMV to fully synchronize the S4 Analytics and FLHSMV crash databases. These efforts will not only give users the necessary confidence on the reliability of the S4 data source but will also provide users with the most current data in the state that matches the original source-FLHSMV. The S4 team will continue the expansion of citation integration with crashes statewide by continuing to develop the executive level dashboard for citations as well as expanding the public facing Traffic Safety Dashboard to support Florida traffic safety data needs. To further improve	S4 Database integrates crash reports, citation reports and roadway data. **Usage:** – 1,186agencies – 5,631 active users **Other Updates:** – Network Analysis complete and available. – Developing new features including: – Save/reuse queries. – Save custom geographic areas. – Upload user custom boundaries. – New data visualization tools

			the integration goal of the TRCC, S4 will assist in the TRCC cloud study to provide input on use cases for EMS data elements that may be considered for inclusion into S4. When EMS data becomes available, an ETL process to obtain the data, development of a dashboard and analytical functions needed to analyze the data will be created. Additional tasks are to perform data quality analysis; database updates; system monitoring and updates, marketing and training. **NEW Personnel:** Database Assistant **NEW Objective:** S4 and FLHSMV full crash data synchronization	
Florida Department of Highway Safety and Motor Vehicles Crash and Uniform Traffic Citation (UTC) Data Improvement	$673,000	Improve the Accuracy, Completeness, and Uniformity of the Crash and Citation/Adjudication data systems.	This project will support the FLHSMV' Strategic Plan's data driven approach to improving data quality attributes, which includes the timeliness, accuracy, completeness, uniformity, accessibility, and integration of the crash and UTC datasets. CRASH DATA DICTIONARY: The NHTSA 2020 TRA identified Florida does not have a data dictionary showing links to other data systems or data elements populated from other traffic records systems. Although Florida has made strides to integrate data (driver info, crash location, roadway data, injury severity) from other sources into its crash dataset to enhance both completeness and accuracy, this integrated data set's quality cannot be evaluated. Since edit checks and validation rules	**Usage:** – 98.67% of crashes submitted electronically. – 81.40% timeliness **Other Updates:** – Conducting crash reporting audit with 146 agencies – Conducting data accessibility survey

			for the crash system are not included in the data dictionary document or within the Crash Report Manual (recorded in a third separate file), the NHTSA TRA recommended that this information be placed within the data dictionary document. CRASH & UTC SYSTEM INTERFACE PERFORMANCE METRICS: Currently the crash system has real-time interfaces with the Driver and Vehicle systems through the state-sponsored ELVIS and FLHSMV DAVID which allows officers to auto-populate the driver/vehicle information onto crash and UTC forms, there are no performance metrics that monitor and evaluate the effectiveness of these real-time interfaces. These performance metrics are valuable to ensure continued reliability, improvement, and expansion of these real-time interfaces between the crash, UTC, driver and vehicle systems. UTC: In accordance with Federal Real-ID Act (6 CFR Part 37.29), all states are mandated to require an individual to hold only one Real ID credential with compliance dependent upon participation in the AAMVA State-to-State (S2S) verification service. Florida is scheduled to implement S2S with the Driver History Record component in Jan. 2023 but first must establish a Help Desk to identify potential duplicates to then update pointer records accordingly. AAMVA estimates approximately	

			900,000 duplicate credentials Florida must address to help facilitate a successful onboarding of S2S. To assist in the evaluation of current driver history data to identify and resolve potential duplicates as well as other data quality issues, two additional OPS records technicians are being requested in addition to the original OPS Management Analyst and Project Coordinator positions that will contribute their expertise for all tasks of this project.	
Florida State University/Electronic License and Vehicle Information System Electronic License and Vehicle Information System (ELVIS)	$633,000	Improve the Accessibility, Accuracy, Completeness, Timeliness, Uniformity of the Crash and Citation/Adjudication, Driver, Vehicle data systems.	ELVIS will continue to provide LEAs, COCs, and other approved FDLE entities with the ability to query CJIS including FCIC and NCIC data at no cost. This web-based service is currently being utilized by 25,680 officers across 233 LEAs to populate driver license and vehicle tag information that is often repeated on crash, citation, and other traffic forms. The primary objective of this project is to improve the accuracy, uniformity, and timeliness of traffic records data (specifically vehicle and driver data) collected by LEAs which submit to the state level repositories. ELVIS will accomplish this by implementing a state-wide free web-based solution for performing FCIC/NCIC queries and integrating the information returned into an agency's existing traffic records software. Specific objectives are: Maintain parsing algorithms for out-of-state DMV data; Maintain compliance with all FBI and FDLE security	**Accessibility:** Web-Based (no installation required) Tool to run FCIC/NCIC data. Average year-to-date availability: 99.87% **Usage:** – 281 Agencies – 35,217 User Accounts – 9,185,917 Total Queries FY24 (1,530,000 queries per month) **Other Updates:** Secondary Disaster Recovery Site updates: reformat and reconfiguration of old hardware complete and test backups in place at primary site.

			policies including CJIS compliance; Maintain hosting servers and other hardware; Continue to setup new agencies and trainings; Develop new analytical tools; Expand application programming interface functionality to make ELVIS more accessible to other vendors; host an annual user forum; finalize the secondary disaster recovery site; and proactively respond to cyber security threats by monitoring all network activity, continually updating all servers, and implementing patches to mitigate known vulnerabilities.	
Florida State University/Traffic and Criminal Software Traffic and Criminal Software (TraCS) Support & Enhancement, and Training	$1,665,415	Improve the timeliness, completeness, accuracy, uniformity, accessibility, and integration of the Crash, Citation/Adjudication, Driver, Vehicle, and Roadway data systems	TraCS offers a cost-effective, field-based collection software solution to LEAs across the state that would otherwise require them to purchase separate software solutions or continue filling out paper crash and citation reports. This data is used to develop effective, evidence-based countermeasures for traffic safety problem areas, specifically areas identified as high crash fatalities and serious injuries. TraCS currently supports over 26,000 users and is responsible for approximately 37% of statewide e-crash submittals. There are 188 agencies using this software for traffic crash reporting and about 157 for citation reporting. This project will continue the development/ enhancement of the TraCS software, including providing updates to meet	TraCS submits crash reports on average of about 8.25 days from the date of the crash to the statewide repository at a 99.99% error free rate. **Usage:** – 29,032 Users – 212 Agencies – 57.99% of statewide crash reports submitted through TraCS. **Integration:** – 100% of agencies using S4 Geo-Location Tool – 99% of agencies using FCIC/NCIC interface **Accessibility:** 184 agencies data on Digital Management Systems (DSM) cloud hosting site

			state and federal guidelines; support current and future officers and IT staff at user agencies with technical support and training; continue rewriting external interfaces for case and form number management, FCIC/NCIC imports through various vendors and S4's Geolocation tool to work on both physical- and web-based platforms. At this time, 188 LEAs (91% of TraCS users) are required to use the location tool for crash reporting and 21 LEAs for citation reporting. Resources will maintain a cloud hosting environment for LEAs at the FDLE approved DSM hosting center (category 5 rated facility). This solution ensures no more than 4 seconds downtime per month as operations will not be dependent on physical hardware and it is designed to fail over instantaneously when hardware fails or when the load is greater than what a physical server can handle. Contractual Services are still needed for FDLE Sponsoring Agency, Panama City PD, to continue to provide a daily database backup site. Due to an increase in tech support, (# of work orders: FY18 at 3,800; FY19 at 4,600; FY20 6,300) an OPS IT Support position is being requested to support the demand of the software. **New Objectives**: Timeliness- Develop/Support S4 Geolocation/Diagram Tool; Accuracy- increase S4 Geolocation Tool usage for	

			crash reporting to 95% or higher and to complete S4 Geolocation/Diagram Tool testing; Uniformity- increase usage of latest revision of the FLHSMV UTC and increase number of LEAs using V3 vs V2.3 of S4 Geolocation tool; Integration- encourage use of the location interface on the UTC and DUI citation; Accessibility- maintain onside/office data storage and increase the number of canned analysis reports available and provide training to LEAs to create their own ad-hoc reports	

TABLE 3: TRAFFIC RECORDS PROJECTS FROM FY2024 USING SECTION 402 FUNDING

PROJECT LEAD AGENCY AND PROJECT TITLE	SECTION 402 FUNDING	PURPOSE	DESCRIPTION	PROGRESS
Florida Department of Health Field Data Collection for National Emergency Medical Services Information System (NEMSIS)	$528,000	Improve the timeliness, completeness, accuracy, uniformity, accessibility, and integration of the EMS/Injury Surveillance System, Crash, Roadway, and Vehicle data systems.	This project will help improve completeness, uniformity, accuracy and timeliness of EMS records systems by continuing to transition EMS agencies to the new national data collection NEMSIS V3.5 standards beginning 2023, while maintaining compliance with the prior NEMSIS V3 Data standards. NEMSIS V3 data standards improve the compatibility and interoperability of data between state, local and federal systems by defining a framework for the EMS submission process. Contractors will continue to assist and support licensed EMS agencies via direct	**Usage:** – 85% of EMS Agencies submitting to state incident level repository – 99% emergency run submissions to state repository. – 63.1% of EMS emergency run reports submitted in compliance with NEMSIS V3.5 – 90% Overall NEMSIS data quality – 74.37% of NEMSIS V3 EMS emergency runs received within 10 hours. **Integration:** – Health Information Exchange – Crash Records (need automated feed) – ESSENSE Integration – ODMAP Integration

			technical support and/or training, conduct four quarterly workshops with the Florida EMS Advisory Council Data Committee, and participate in meetings on implementing the national standard. The FDOH will acquire contractors to make improvements to its technical environment to address limitations in the current operational data store to support growing needs for reporting, analysis, and integration efforts. Specific problem areas are limitations for the ETL interface to ease collection of multiple data standards, analytics/reporting capabilities, and limitations to create additional export portals for research data sets, data exchange, and linkages. **New Objectives**: Currently there are no EMS emergency runs submitted in compliance w/V3.5. Objective is to increase the percentage of EMS emergency run reports in compliance with V3.5 to 50%. Demographic files have only been required to be submitted on an annual basis, but the submission policy has changed to require monthly submissions. Objective is to increase percentage of agency demographic resubmissions received every 30 days. Link two additional data sources to the EMS state repository (currently 3 data sources are linked).	– Trauma Data in biospatial (not linked)

Tallahassee Community College TRCC Support	$65,000	Support for the TRCC and FDOT Safety Office.	The Florida TRCC was formed to bring together representatives from the agencies responsible for databases and representatives of the groups which must report data to the state and federal level. The TRCC provides a statewide forum to facilitate the planning, coordination, and implementation of projects to improve the State's traffic records systems. Due to the diversity of Florida's reporting systems, the FDOT State Safety Office has a need to continue to provide staff support to the TRCC. This project will fund a contractor to provide assistance needed to coordinate committee efforts to develop and update the strategic plan, facilitate committee meetings and develop and host the TRCC website.	Meeting facilitation and summary provided for December 2023 meeting; March 2024 meeting; and June 2024 meeting. Website updates for Quarter 1, Quarter 2, and Quarter 3 completed.
University of Florida/Signal Four Analytics Geolocation-Based Crash Diagramming and FDOT Crash Mapping to Improve Crash Location Timeliness and Quality	$882,000	Improve the Accessibility, Accuracy, Completeness, Integration, Timeliness, Uniformity of the Crash and Citation/Adjudication data systems.	The FDOT current crash location system has several limitations that is preventing FDOT staff to map crashes in a timely fashion. This system is out of date, slow, requires extensive training, and can only handle on-system crashes, i.e. crashes only on state-maintained roads. FDOT uses a second system to locate off-road system crashes which operates differently from the on-system and as such requires different training and different data management practices. Due to these challenges and the sheer number of crashes in the state (over	**Crash Diagramming:** Ensure consistency between crash location and crash diagram. **Features Completed:** – Diagram linked to geolocation and is pre-constructed. – Vehicle path interactive, Prior/Post Positions. – Vehicle/Participant Symbology and Movement of Vehicles. – Reference Map, Map Transparency, Basemaps. – Save, load and edit the diagram. – Image Cropping. – Allow diagram to reposition crash location. – Finalized specifications for vendors – vendors may now start implementation.

			700,000 annually) FDOT experiences delays in providing timely geolocated crashes to Florida traffic improvement stakeholders. Of those 700,000 crash reports submitted by law enforcement agencies, 300,000 crash reports include a crash diagram based on Florida's crash data requirements and federal recommendations provided in the Model Minimum Uniform Crash Criteria Guidelines. This crash diagram is also necessary for the FDOT staff to accurately locate crashes. At this time, many Florida law enforcement agencies do not have a diagramming tool and could use a geo-location tool which would eliminate the discrepancies between the crash address information and the depiction of the same location on the crash diagram. Currently, S4 Analytics provides the automated geolocation of crashes but only for a portion of the crashes. The rest of the crashes are approximately located and not verified by a person. This creates challenges regarding the reliability of data analysis due to the discrepancy between FDOT and S4's location processes. This project with the UF will reduce these 3 systems to a single unified geolocation system for the State of Florida, by enhancing the S4 Geolocation tool to provide a verified crash location not only for FDOT analysts but Florida's	**Geolocation Consolidation:** Unify the geolocation process amongst FDOT, S4 and LE agencies to achieve one consistent statewide geolocation process. – Updated user interface – FDOT testing

			traffic improvement stakeholders. This project will also develop a web-based diagram tool to work in compatibility with S4's Geolocation tool to improve location accuracy, reduce the time for an officer to complete the crash diagram in the field thus improving timeliness of the data, and aims to increase the utilization of the crash data.	

ACHIEVEMENT OF MEASUREABLE PROGRESS

The provisions of the Section 405(c) grant application require applicant States to demonstrate year-to-year traffic records improvement in at least one of the six core systems in at least one of the six performance areas (to include Other if specified):

- Timeliness
- Accuracy
- Completeness
- Uniformity
- Integration
- Accessibility

For FY24, the Florida TRCC submitted two performance measures which demonstrate significant, system-wide performance; improvements were to the Crash System and the EMS/Injury Surveillance System. The performance measures, and a description of each, are provided below:

1. Accurately located electronic crash reporting (i.e., the average percentage of accurately located electronic crash reports submitted into Florida Department of Highway Safety and Motor Vehicles (FLHSMV) Crash Master Database by law enforcement agencies utilizing the Geo-Location tool) – Crash/Accuracy.
2. Completeness of EMS/Injury data (i.e., the percentage of Florida's Public or private entities involved in EMS systems which have been licensed by the State of Florida, who are submitting NEMSIS Version 3 compliant run reports to the FDOH EMS Tracking and Reporting System, EMSTARS) – EMS/Injury/Completeness.

PERFORMANCE MEASURE 1: ACCURACY OF ELECTRONIC CRASH LOCATION REPORTING PROCESSED INTO THE FLHSMV CRASH MASTER DATABASE

Performance Measure Used to Track Improvement

The average percentage of accurately located electronic crash reports submitted into the Florida Department of Highway Safety and Motor Vehicles' Crash Master database by law enforcement agencies utilizing the Geo-Location tool.

Improvement Achieved or Anticipated

The achieved improvement is an increase in accurately located electronic crash reports utilizing the Geo-Location tool – as demonstrated through an increase in the average percentage of accurately located electronic crash reports submitted into the Florida Department of Highway Safety and Motor Vehicles' Crash Master database by law enforcement agencies utilizing the Geo-Location tool.

During the baseline period from April 1, 2022, to March 31, 2023, 695,676 crash reports of which 271,219 were officer mapped and 271,219 mapped computer confident for a 38.99% accepted as accurate. The current period from April 1, 2023, to March 31, 2024, consisted of 709,908crash reports of which 304,601 were officer mapped and 304,601 mapped computer confident for a 42.91% accepted as accurate. The percentage of accurately located electronic crash reports entered into the database increased 3.92% compared to the previous year.

During this period, a total of 202 law enforcement agencies used the tool, which is an increase of 5 agencies compared to last year.

Specification of How Measure Is Calculated

The total number of accurately geo-located electronic crash reports submitted into the Florida Department of Highway Safety and Motor Vehicles' Crash master database will be divided by the total number of electronic crash reports submitted into the database. To normalize the data, the measure is compared for the same time period for consecutive years.

TABLE 4: RESULTS FOR ACCURACY OF ELECTRONIC CRASH LOCATION REPORTING

TIME PERIOD	PERFORMANCE RESULTS
April 1, 2022-March 31, 2023 (Baseline)	**271,219 officer mapped and 271,219 computer confident of 695,676 (38.99%)** accurately located electronic crash reports were entered into the crash database
April 1, 2023 – March 31, 2024 (Current Value)	**304,601 officer mapped and 304,601 computer confident of 709,908 (42.91%)** accurately located electronic crash reports were entered into the crash database

PERFORMANCE MEASURE 2: COMPLETENESS OF EMS DATA SUMBISSION INTO THE EMSTARS DATABASE

Performance Measure Used to Track Improvement

The percentage of Florida's Public or private entities involved in Emergency Medical Services (EMS) systems which have been licensed by the State of Florida, who are submitting National EMS Information System (NEMSIS) Version 3 (V3) compliant run reports to the Florida Department of Health via the Bureau of EMS, Prehospital EMS Tracking and Reporting System (EMSTARS).

Currently, Florida has a total of 324 licensed EMS agencies of which 275 are EMSTARS participating agencies (84.88%).

The number of licensed EMS agencies fluctuates due to agency mergers, closures and/or new agencies licensed. Florida remains in compliance with the NEMSIS V3 standards to provide uniform data collection across all licensed agencies.

Improvement Achieved or Anticipated

The achieved improvement is an increase in the completeness of EMS run data reports – as demonstrated through an increase in the percentage of licensed EMS agencies who are submitting NEMSIS V3 compliant run reports via EMSTARS.

For the baseline period, the number of licensed EMS agencies in Florida was 306, of which 253 were EMSTARS participating agencies (82.68%). For the current period, the number of licensed EMS agencies in Florida was 324, of which 275 were EMSTARS participating agencies (84.88%).

The current number of licensed EMS agencies differs from the baseline due to mergers of multiple agencies, new agencies added and agencies no longer in business. For the baseline period from April 1, 2022, to March 31, 2023, the number of licensed EMS agencies in Florida was 306, of which 253 were EMSTARS participating agencies (82.68%). For the current period from April 1, 2023, to March 31, 2024, the number of licensed EMS agencies in Florida was 324, of which 275 were EMSTARS participating agencies (84.88%). **The percentage of licensed EMS agencies who are submitting NEMSIS V3 compliant run reports via EMSTARS increased by 2.66% compared to the previous year.**

Specification of How Measure Is Calculated

The total number of agencies submitting emergency run data to the Florida Department of Health via EMSTARS is divided by the total number of agencies.

TABLE 5: RESULTS FOR UNIFORMITY OF EMS DATA

TIME PERIOD	PERFORMANCE RESULTS
April 1, 2022-March31, 2023 (Baseline)	**253 of 306 (82.68%)** licensed EMS agencies reporting to EMSTARS.
April 1, 2023-March31, 2024 (Current Value)	**275 of 324 (84.88%)** licensed EMS agencies reporting to EMSTARS.

PLANS FOR FY2025 GRANT FUNDING

GRANT PROPOSAL PROCESS

For FY2025, the State of Florida sought grant proposals for potential projects to advance the goals and objectives of the 2022-2026 TSIS Strategic Action Plan. A draft version of the Action Step Matrix detailing the goals, objectives, and strategies of the Strategic Plan was made available to applicants. Proposals for FY2025 Section 405(c) and 402 funding were accepted from January 1 – February 28, 2024.

Eight funding requests were submitted during that time period totaling $5,193,705. All requests were related to existing statewide TRCC projects, and one was to continue to provide support services needed for the TRCC Executive Board and its Subcommittees.

PROJECT PRIORITIZATION PROCESS

At the March 29, 2024, meeting, the TRCC Executive Board was advised the state projected an estimated $ 3,316,000 in Section 405(c) and an estimated $3,853,415 in Section 402 funds to be available October 1, 2024. The TRCC Coordinator reviewed subgrant application details and budget requests, after which Executive Board Members asked questions about the proposals.

The Subcommittee recommended to fully fund all eight project requests. Four statewide projects for a total of $3,571,090 in Section 405(c) funds and the other four statewide projects for a total of $1,475,000 in Section 402.

The Executive Board voted and approved the eight statewide projects to be fully funded. Ultimately a total amount of $5,328,415 was approved, with final amounts pending the total Section 405(c) and 402 grant funding approved by the NHTSA.

TRAFFIC RECORDS PROJECTS TO BE FUNDED IN FY2025

See FY2024-2026 Triennial Highway Safety Plan for approved traffic records project summaries and funding amounts under Section 405(c) and 402.

A. 2020 TRAFFIC RECORDS ASSESSMENT SUMMARY

INTRODUCTION

The State of Florida has a Traffic Records System with a solid foundation of best practices in many system components and the State uses its Traffic Records Coordinating Committee effectively to continue to improve though collaboration and creative projects. The Citation and Adjudication systems indicate plans to add a DUI tracking system, which would be a helpful addition to one of the premier citation tracking systems in the nation. An impaired driver tracking system that follows offenders throughout the adjudicative process allows law enforcement, alcohol and drug educators and evaluators, therapists, Ignition Interlock providers, probation personnel, and all those who interact with the impaired driver, the opportunity to follow the offenders' progress while helping to establish the types and combinations of sanctions and treatment options that best serve to prevent recidivism.

A great deal of progress has been made in building and improving the enterprise roadway system in this past Assessment period with the All Roads BaseMap and the continuing effort to complete the collection of MIRE Fundamental Data Elements for all public roads in the State. Having a single location referencing system to locate crashes is a means of ensuring the integrity of location data and can provide a means to analyze the effect of targeted enforcement on crash incidence and severity. Efforts to improve quality and accessibility of injury system data have improved ratings and helped to develop a more comprehensive system as well.

The driver and vehicle systems are actively involved Traffic Records stakeholders and report working toward a unified system in the near future. The Crash system is within a single percentage point of being totally electronic, which adds to the integrity of data in terms of timeliness, accuracy and completeness, while improving accessibility of the records and forging the path for integration with driver, vehicle and citation systems.

The development of a data warehouse provides a means by which the effort and expense of data collection and management pays dividends for the State by allowing for ease of access and additional skilled analytical resources available to data users. The warehouse currently contains crash, driver, vehicle, and citation data. Injury Surveillance data could be an obvious next choice for addition to the warehouse.

All in all, the State has made a good deal of progress, has several exciting opportunities and efforts underway and has changed a number of its ratings upward in this last Assessment cycle. It should be noted that the State is being assessed based on an ideal traffic records system--an ideal which might not comport with Florida's organizational/statutory framework. The Advisory is a construct for purposes of comparison; states are not expected to fulfill all aspects of the ideal system. Even so, Florida rated 'meets' or 'partially meets' the ideal on 83 percent of the items rated.

Florida's Traffic Records System and its supporting Coordinating Committee are functioning effectively and are operating in a way that is driving a great deal of progress and success. The one area where the State can improve is its data quality control program and performance monitoring. It is important to track data quality and report it; even though the State has made strides in improving its data quality, it should be monitored to ensure that quality remains high. Degradation of quality can be subtle, and it may take a great deal of time and effort to recover from lost ground if statutory or process changes unintentionally negatively impact that quality. Each system has some good performance measures, but it would behoove the Traffic Records Coordinating Committee to reevaluate the quality control program and refocus on capturing baseline data and developing numeric goals.

ASSESSMENT RESULTS

A traffic records system consists of data about a State's roadway transportation network and the people and vehicles that use it. The six primary components of a State traffic records system are: Crash, Driver, Vehicle, Roadway, Citation/Adjudication, and Injury Surveillance. Quality traffic records data exhibiting the six primary data quality attributes—timeliness, accuracy, completeness, uniformity, integration, and accessibility—is necessary to improve traffic safety and effectively manage the motor vehicle transportation network, at the Federal, State, and local levels.

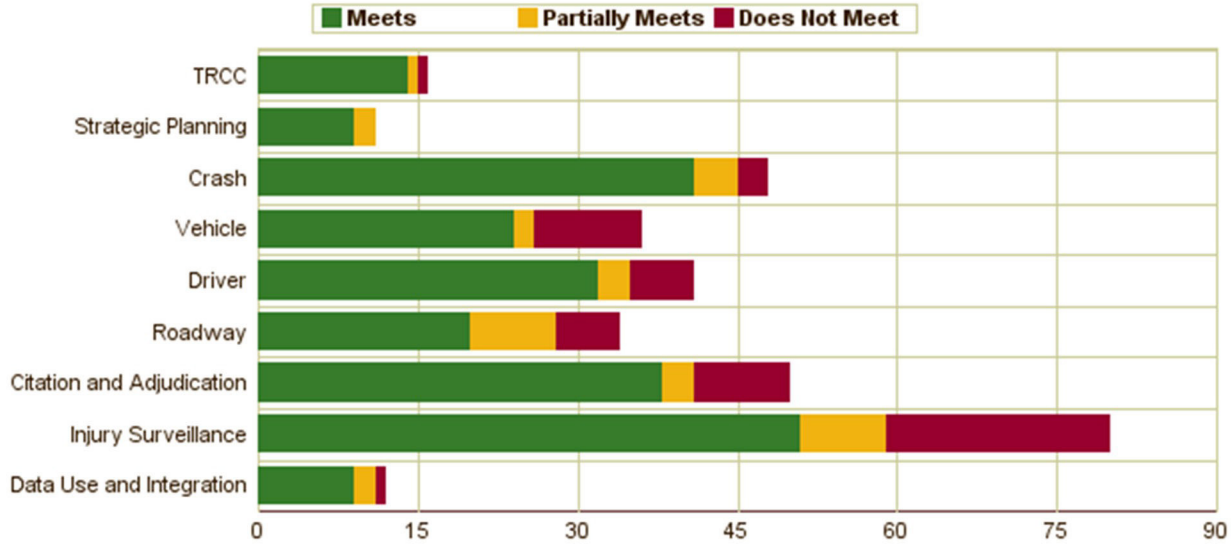
Such data enables problem identification, countermeasure development and application, and outcome evaluation. Continued application of data-driven, science-based management practices can decrease the frequency of traffic crashes and mitigate their substantial negative effects on individuals and society.

State traffic records systems are the culmination of the combined efforts of collectors, managers, and users of data. Collaboration and cooperation between these groups can improve data and ensure that the data is used in ways that provide the greatest benefit to traffic safety efforts. Thoughtful, comprehensive, and uniform data use and governance policies can improve service delivery, link business processes, maximize return on investments, and improve risk management.

Congress has recognized the benefit of independent peer reviews for State traffic records data systems. These assessments help States identify areas of high performance and areas in need of improvement in addition to fostering greater collaboration among data systems. In order to encourage States to undertake such reviews regularly, Congress' Bipartisan Infrastructure Law (BIL) requires States to conduct or update an assessment of its highway safety data and traffic records system every 5 years in order to qualify for §405(c) grant funding. The State's Governor's Representative must certify that an appropriate assessment has been completed within five years of the application deadline.

Out of 328 assessment questions, Florida met the Advisory ideal for 238 questions (73%), partially met the Advisory ideal for 33 questions (10%) and did not meet the Advisory ideal for 57 questions (17%). As Figure 1: Rating Distribution by Module illustrates, within each assessment module, Florida met the criteria outlined in the Traffic Records Program Assessment Advisory 88% of the time for Traffic Records Coordinating Committee Management, 82% of the time for Strategic Planning, 85% of the time for Crash, 67% of the time for Vehicle, 78% of the time for Driver, 59% of the time for Roadway, 76% of the time for Citation and Adjudication, 64% of the time for EMS / Injury Surveillance, and 75% of the time for Data Use and Integration.

FIGURE 2: RATING DISTRIBUTION BY MODULE



States are encouraged to use the recommendations, considerations and conclusions of this report as a basis for the State data improvement program strategic planning process and are encouraged to review the report at least annually to gauge how the State is addressing the items outlined.

RECOMMENDATIONS AND CONSIDERATIONS

According to 23 CFR Part 1200, §1200.22, applicants for State traffic safety information system improvements grants are required to maintain a State traffic records strategic plan that—

> *"(3) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (4) Identifies which such recommendations the State intends to implement and the performance measures to be used to demonstrate quantifiable and measurable progress; and (5) For recommendations that the State does not intend to implement, provides an explanation."*

The following section provides Florida with the traffic records assessment recommendations and associated considerations detailed by the assessors. The broad recommendations provide Florida flexibility in addressing them in an appropriate manner for your State goals and constraints. Considerations are more detailed, actionable suggestions from the assessment team that the State may wish to employ in addressing their recommendations. GO Teams, CDIPs (Crash Data Improvement Program) and MMUCC Mappings are available for targeted technical assistance and training.

TRCC RECOMMENDATIONS

None

Considerations for implementing your TRCC recommendations.

- Consideration should be given to ensuring that TRCC meetings are scheduled and held quarterly, a minimum of four times per year. Quarterly meetings help ensure continuity of communication amongst traffic records system stakeholders across the State throughout the calendar year.

- Consideration should be given to establishing a formal traffic records inventory. It can serve as a resource to help traffic records system owners identify areas where there are opportunities for data integration. As data from traffic records systems become more widely used, this will assist in streamlining processes, reducing duplication of effort, and allowing data to be more fully utilized to make roadways safer.

- Consideration should be given to continuing and expanding on the initial user needs survey effort. Conducting similar surveys in the next assessment cycle may be beneficial, allowing the State to work towards identifying training and technical assistance needs across all traffic records systems.

Summary

Florida's Traffic Records Coordinating Committee (TRCC) is comprised of both executive and technical membership. All six core component areas have executive and technical level representation on Florida's TRCC. Participation from executive level members can serve to improve communication and sharing of knowledge across traffic records systems. Active participation across all core component areas at both levels increases collaboration and benefits traffic records system stakeholders.

The Florida TRCC is well established and adequately meets most of the Traffic Records Advisory ideals; however, there are still a few areas that have room for improvement. The Florida TRCC meets four times per year following recommendations outlined in the most recent Traffic Records Assessment. Quarterly meetings help ensure continuity of communication amongst traffic records system stakeholders across the State throughout the calendar year. Even if executive members are unable to attend a fourth meeting, there are many advantages to facilitation of ongoing communication amongst technical level members. In many cases, the TRCC meetings may be the only time these members have an opportunity to work together and discuss challenges and best practices in their respective traffic records areas.

It may be beneficial for Florida to pursue a more formal traffic records inventory, as there likely have been changes made to data collection systems, platforms, and processes in multiple traffic records systems over time. An up-to-date traffic records inventory is a useful and pragmatic document that can be used to ensure efforts are not duplicated and data is accessible to those who need it to make data-driven decisions. Florida's TRCC Data Subcommittee has done

excellent work to identify data gaps, improve processes, and enhance overall data quality through participation in a variety of projects. However, a more formal inventory document, shared across system stakeholders would be useful. An inventory can serve as a resource to help traffic records system owners identify areas where there are opportunities for data integration. As data from traffic records systems becomes more widely used, this will assist in streamlining processes, reduce duplication of effort, and allow data to be more fully utilized to make roadways safer.

Florida used a NHTSA GO Team to conduct a user needs survey in 2018. The Florida TRCC should consider expanding on that initial effort and continue conducting similar surveys in the next assessment cycle, working towards identifying training and technical assistance needs across all traffic records systems. Florida can further demonstrate adherence to this ideal by including training and technical assistance needs as a regular topic at TRCC meetings, encouraging the use of training needs assessments by TRCC members, and by fostering TRCC meeting presentations on this topic.

Overall, the Florida TRCC solidly meets the majority of the Traffic Records Advisory ideals and is to be commended for attributing focus to meeting these standards. Over the next assessment cycle, in addition to exploring the considerations mentioned above, it will be beneficial to continue to place attention on maintaining adherence to these Advisory standards. While much effort has been expended ensuring the standards are met, it is equally important the TRCC continues to operate accordingly in the next five years.

STRATEGIC PLANNING RECOMMENDATIONS

None

Considerations for implementing your Strategic Planning recommendations:

- Identifying and addressing training needs should be centralized within the Strategic Plan rather than having the information dispersed across agencies.

- Consideration should be given to highlighting efforts to coordinate with Federal data systems within the Strategic Plan. Another possibility is to provide references to other documents where this information can be found.

Summary

The Florida Traffic Safety Information System Strategic Plan is a well-written and comprehensive document. The strategic plan includes the membership of each level of the TRCC, which includes representatives from each of the core data systems as well as other stakeholders. The plan provides a status report of funded projects, demonstrated improvement in two of the core data systems, and plans for FY2023 grant funding. The TRCC is responsible for the development, tracking, and evaluation of the Traffic Records Strategic Plan and Florida has developed a very sound system for accomplishing this task. There is a prioritization methodology that the TRCC uses to identify projects funded with Section 405c funds.

The Strategic Plan includes details about each funded project including the responsible agency, its purpose, description, and progress. This information is summarized in an easily digestible table. The Strategic Plan is reviewed and updated annually. Areas of opportunity in the Strategic Plan were identified through the use of the previous Traffic Records Assessment and a recent GO Team report. The TRCC also conducted a survey of State and local users to aid in the identification of areas and data systems in need of improvement. The TRCC has appointed an Application Subcommittee to assess new technology and consider life cycle costs.

While each of the six core data systems are addressed by the Strategic Plan, the Annual Implementation Update only provides a comprehensive update regarding the accuracy of electronic crash reporting and the uniformity of the EMS data. The State is to be commended and should be proud of the progress made in these two areas. While not provided in such detail, the TRCC is encouraged to provide updates on the progress of other performance measures and the remaining four data systems.

The Strategic Plan contains much of the recommended information states are encouraged to include, but there are some deficiencies. Technical assistance and training needs are the responsibility of the data system owners and are not addressed in the Strategic Plan. While individual agencies are undertaking efforts to coordinate with Federal traffic

records systems, NEMSIS is the only Federal system specifically addressed by the Strategic Plan. The State is encouraged to consider incorporating some of this information into the Traffic Records Strategic Plan or inserting reference points to the specific sections of other reports where the information is housed.

CRASH RECOMMENDATIONS

1. Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
2. Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
3. Improve the procedures/ process flows for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Crash recommendations:

- One hundred percent electronic crash reporting by the next Traffic Records Assessment seems very achievable. The State should consider establishing a timeline with goals for each remaining agency for full adoption of electronic crash reporting to help address and facilitate the transition. It would also be helpful to identify obstacles that may be hindering each respective agency's transition to full electronic reporting and explore avenues to help guide decision-makers at all levels.

- Consideration should be given to ensuring continued monitoring, improvement, and expansion to existing integration between the Crash system and Driver, Vehicle, Injury Surveillance, and Roadway systems. Now that it has been established, maintaining this integration between Crash and other systems is crucial. Additionally, identifying ways to encourage agencies submitting via 3rd party software to also take advantage of these tools is also important so that data quality across crash records is maintained.

- Florida should continue to make use of available NHTSA resources and ensure they have procedures in place for monitoring and maintaining the performance metrics they have established to ensure they remain relevant and useful to the data system managers in the coming years.

Summary

Since the last assessment, Florida has made positive strides and improvements to its Crash System. They have improved the collection of electronic crash data and have strengthened their performance metrics dramatically. Florida has also established more integration between the Crash system and other State traffic records systems to improve the quality and accuracy of traffic safety data. They have increased the quality of their analytical capabilities and resource tools through the implementation of the Signal Four Analytics program which provides data accessibility in an easy-to-use format.

The Florida Crash System is consolidated into a single database housed within the Florida Department of Highway Safety and Motor Vehicles. Florida utilized MMUCC and ANSI D.16 as part of the establishment of their crash system and recently underwent a MMUCC mapping review based on the 5th MMUCC edition. Measuring a crash system against MMUCC standards is beneficial to the State and can help determine if further improvements or revisions to the crash report form are needed or desired.

In recent years, Florida has continued to make progress transitioning agencies to electronic crash reporting. They have reduced the number of agencies still submitting papers to just 28, reflecting just over 1.1 percent of all crashes submitted to the Crash system during 2019. For a State as large as Florida, this is an impressive accomplishment and excellent progress. The incentive program for submitting electronic crash reports, combined with grant funding opportunities, the FHP laptop surplus program and other initiatives are all great programs implemented to help push agencies towards the goal of 100 percent electronic crash reporting. Given the small number of agencies remaining, 100 percent electronic crash reporting by the next Traffic Records Assessment seems very achievable. It may be beneficial for the State to establish a timeline with goals for each remaining agency for full adoption of electronic crash reporting to help address

and facilitate the transition. It would also be helpful to identify obstacles that may be hindering each respective agency's transition to full electronic reporting and explore avenues to help guide decision makers at all levels.

Population of data elements in the Crash system from other traffic records systems such as Driver, Vehicle, EMS, Injury Surveillance, or Roadway can have great benefits. Florida has taken positive steps in the area of data integration by linking its Crash system to the Driver, Vehicle, and Roadway systems. The ELVIS and DAVID systems allow officers to validate driver and vehicle information during the crash data collection process. There is also integration with the Roadway system which allows for pre-population of location data and data sharing between the two systems. These data integration components allow for more complete and accurate collection of crash data. Encouraging use of these tools among 3rd party submitting agencies should also be considered. Crash and EMS data is integrated through BioSpatial, allowing for improved analysis of crash injury outcomes. Additional integration with Injury Surveillance systems should also be explored, as well as continued monitoring and improvement to existing integration between the Driver, Vehicle, and Roadway systems.

Dialogue regarding possible opportunities for improvement or expansion of data linkages, interfaces, and integration amongst the State traffic records systems should be ongoing among TRCC membership where all core traffic records systems managers and stakeholders are represented. As traffic records systems data becomes more widely used, system interfaces and data integration will be crucial. Improved data linkage and integration will streamline processes, improve data quality, reduce duplication of effort, and allow data to be more fully utilized to make roadways safer.

Given the rising importance of traffic safety data which often starts with the Crash system, it is extremely helpful to establish and maintain useful performance measures and to ensure a robust quality control program for improving and monitoring completeness, timeliness, and accuracy. In-depth and detailed agency-level feedback for local law enforcement agencies is also useful. Strong performance measures and performance measure reporting are important aspects of a successful Crash system. Florida has established an excellent system of performance measures for its Crash system, making great strides since the previous assessment, and they should be proud of the progress made in this area.

Florida should continue to make use of available NHTSA resources and ensure they have procedures in place for monitoring and maintaining the performance metrics they have established to ensure they remain relevant and useful to the data system managers in the coming years. There will also be opportunities to utilize NHTSA GO Teams to help improve traffic records systems processes following the completion of the assessment. Additional resources include the "NHTSA Model Performance Measures for State Traffic Records Systems" document, which is a good resource for identifying and implementing appropriate measures for all traffic systems.

Data accessibility is vital for crash data users. By focusing engineering and law enforcement efforts on locations with the greatest crash risk, traffic fatalities and injuries can be reduced, resulting in safer roadways. Florida's Signal Four Analytics program offers robust tools for end users to access and analyze crash data for their communities. Continuing to ensure end users are aware of the availability of these tools and receive training on their proper application is key and will lead to improved resource allocation and traffic safety on Florida roadways.

Overall, the Florida Crash System is functioning at a high level, with recent improvements to electronic data collection, data integration across traffic records systems, and performance metrics. Opportunities for crash system growth in the coming years include: drafting and implementing a plan for achieving 100 percent electronic crash data collection among the remaining agencies still utilizing the paper form; expanding already well-established system interfaces and data integration efforts to improve data quality across core component traffic records systems; and maintaining and sustaining useful crash system performance measures implemented since the previous assessment that can be frequently monitored by stakeholders.

VEHICLE RECOMMENDATIONS

4. Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

5. Improve the description and contents of the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
6. Improve the interfaces with the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Vehicle recommendations:

- Florida should consider further developing and adopting a comprehensive data quality management program. The program would consist of, at a minimum, development of performance standards regarding system data timeliness, accuracy, completeness, uniformity, accessibility, and integration. Once performance standards are developed, baseline measures can be taken and metrics monitored on a regular basis. The development and monitoring of data management performance measures will enable the State to continually improve vehicle system data and increase its availability and reliability.

- Florida should consider implementing a vehicle system procedure for receiving and reviewing crash records where discrepancies have been identified during data entry in the crash data system. Adding this feature provides an opportunity to enhance the accuracy of the vehicle records.

- Florida should consider incorporating barcodes on vehicle registration documents to allow for rapid, accurate collection of vehicle information by law enforcement officers in the field using barcode readers or scanners.

Summary

The State of Florida vehicle titling and registration program is administered by the Florida Department of Highway Safety and Motor Vehicles. All vehicle registration and title records are contained in the Florida Real-Time Vehicle Information System (FRVIS).

FRVIS is a real-time data entry and processing system that incorporates data entry validation through field and logical edits. Additionally, FRVIS queries outside databases to confirm Vehicle Identification Number (VIN) information and obtain vehicle title information from NMVTIS. FRVIS is supported by documented data elements and data structures in a comprehensive data dictionary while processing sequences are documented in training manuals for all vehicle title and registration transactions.

FRVIS is further supported by technical system workflow documentation, but no time annotation for routine workflow or alternative operational processing workflow documentation exists. Additional programs supporting FRVIS include: a program for making data corrections by internal quality assurance staff; a program for receiving user feedback to identify problems and receive ideas for system improvement; a program for detecting high frequency errors to identify issues; an audit program; and an evaluation program for long-term trend analyses.

Florida vehicle registration and title documents do not contain barcoded information allowing for rapid data collection by law enforcement equipped with barcode-reading technology. However, vehicle records for vehicles reported stolen to law enforcement are flagged within the system.

FRVIS is supported by some performance measures as a part of a comprehensive data quality management program described in the Advisory but there are several areas of performance for which measures have not been developed. Additionally, there is no interface with other traffic record systems such as the driver or crash databases. However, it was reported that a unified record system to combine driver and vehicle records is in the process of development.

DRIVER RECOMMENDATIONS

7. Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Driver recommendations:

- Florida should consider further developing and enhancing a comprehensive data management program for the driver system. The program would consist of, at a minimum, development of performance standards regarding data timeliness, accuracy, completeness, uniformity, accessibility, and integration. Once performance standards are developed, baseline metrics would be captured and monitored on a regular basis. The development and monitoring of data quality performance measures will enable the State to continually improve driver system data and enhance system availability and reliability.

- Florida is encouraged to continue developing and implementing the State-to-State driver history and facial image exchange transfer service.

- Florida should consider implementing one-to-one facial image verification on all driver license transactions.

- Florida indicated that development of ORION is underway with an anticipated implementation in 2023. As changes are planned and implemented, the State should consider utilizing the Advisory as a reference for minimum system functionality and program management that will improve the ratings in future Traffic Records Assessments.

Summary

The Florida Department of Highway Safety and Motor Vehicles is the custodian of driver data, including information related to commercial driver licensure. Florida driver records contain driver demographic data as well as original issuance dates for all classes of licenses, permits, and endorsements, novice driver training information, conviction records, and at-fault crashes. Florida obtains previous state of licensure driving records and provides Florida driver history information and related facial images to other states.

The Florida driver system front-end user processing system is the Florida Driver License issuance System (FDLIS). The system is supported by detailed data dictionaries describing data structures and data element definitions. The Florida FDLIS contains internal field level edit checks, input masking, lookup table validations, and business rule validations to enhance accurate data collection. The FDLIS is further supported by a structured change request process to define system or program changes and oversee the development, testing, and documentation of system updates. The FDLIS fully integrates with both CDLIS and PDPS and its users are supported by detailed procedure documentation contained in procedure materials. Additionally, the system is further supported by error correction policies and procedures to correct obvious errors.

The Florida driver system is supported by a comprehensive data system security plan and a formal data purge policy. Driver records and facial images are provided to law enforcement and driver record information is provided to the courts. The Florida driver program is supported by multiple programs and resources to deter fraud. False identity licensure fraud is deterred through employees receiving fraudulent document recognition (FDR) training and having integrated queries to SSOLV, PDPS, CDLIS and SAVE. Additionally, all license issuances are validated through facial image verification. Commercial Driver License (CDL) fraud is deterred through the recording and storage of testing results and audits of testing providers. Internal fraud is detected or deterred through a series of employee daily work audits, supervisory quality control checks, and internal audits.

The Florida driver system is supported by other proactive programs that promote data quality and identify potential enhancements. High frequency errors are evaluated to identify training issues or items that require system updates. User feedback is formally documented to drive data quality improvement and system enhancements. Sample-based audits are conducted periodically for critical driver record transactions and related database contents. Trend analysis reports are run to monitor activity and plan for workload changes.

Though the Florida driver system is supported by most of the monitoring and feedback programs outlined in the Advisory, the data quality management program, with associated system performance measures and baseline output expectations, is not as developed as the Advisory ideal.

Florida driver data is provided to the TRCC through the Electronic License and Vehicle Information System.

ROADWAY RECOMMENDATIONS

8. Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
9. Improve the interfaces with the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Roadway recommendations:

- FDOT might consider developing more formal project management techniques and status reporting to the TRCC and safety stakeholders for its projects to expand roadway data systems for all public roads.
- Consider expanding the RCI Handbook to include the collected MIRE and FDEs as well as their referencing numbers.
- Consider expanding roadway system timeliness, accuracy, completeness, uniformity, integration, and accessibility performance measures.
- The State might consider developing collaborative efforts with local roadway system safety stakeholders to collect, manage, and submit local agency roadway data to the enterprise roadway system.

Summary

The Florida Department of Transportation (FDOT) has a geospatial roadway system. The system supports a linear referencing system (LRS) and mapping functionality for all Florida public roads. Florida's roadway system includes approximately 12,103 miles which are State-maintained (10% of the total centerline miles) and approximately 110,996 miles (90%) of non-State-maintained roads.

Florida can identify crash locations using the linear referencing system on State maintained roadways and latitude/longitude coordinates on non-State-maintained roads.

Florida is similar to many other states nationally, in that, it is in the process of transitioning to the provisions outlined in the Bipartisan Infrastructure Law (BIL) of 2021, Fixing America's Surface Transportation (FAST) Act of 2015 and MAP-21, the Moving Ahead for Progress in the 21st Century Act. The legislation provides guidelines for states to develop a safety data system for all public roads and to perform analyses supporting the strategic and performance-based goals in the Highway Safety Improvement Program (HSIP) and the Strategic Highway Safety Plan (SHSP). BIL, FAST, and MAP-21 also provide guidance on collecting a subset of the Model Inventory of Roadway Elements (MIRE). The data element subset identified by the Federal Highway Administration (FHWA) is referred to as the Fundamental Data Elements (FDEs). The FDEs are the basic roadway data elements recommended to be collected and linked with crash data for analysis to identify safety problems and to make more effective safety countermeasure decisions for the HSIP. FDOT collects some MIRE FDEs primarily for State-maintained roads. Other MIRE FDEs are collected or obtained through commercially available data from HERE GIS or through relationships with local or regional agencies. The State has established as one of their priorities the goal of collecting the FDEs on all public roads.

FDOT has made significant progress in improving its State Roadway Inventory System since the 2016 Assessment. This progress has been successful through active projects to provide a compatible location referencing system for all Florida public roads. The projects use the FHWA system called the All Road Network of Linear Referenced Data (ARNOLD), the FDOT ARBM (All Roads BaseMap), and the HERE GIS which provides commercially-available local roadway data. When complete, the projects will provide a comprehensive enterprise roadway system for all Florida public roads using the ARBM as the system's foundation. The projects are recognized as a best practice; however, ongoing project status is not clear. FDOT is encouraged to develop performance management for each of the projects and provide regular status reporting to the TRCC and safety stakeholders.

FDOT created the Roadway Characteristics Inventory (RCI) Handbook as the enterprise roadway system data dictionary. The Handbook provides data element and attribute definitions as well as instructions for those that collect, code, and use the RCI data. The RCI does not document the collection of MIRE FDEs, nor does it identify RCI data

elements that might conform to MIRE. Additional documentation was provided that supports a State comparison of the MIRE FDEs to the Roadway Characteristics Inventory (RCI). The documentation provides an evaluation (Cross-reference) of the RCI elements that meet the definition of the MIRE. The documentation also includes the referencing numbering systems for the MIRE and the RCI data elements. The State is encouraged to add information in this document to future editions of the RCI Handbook, and as it expands data coverage to all public roads, it might consider indicating the data elements that are collected and managed for each roadway system, possibly by functional class.

Even though Florida currently obtains some commercially available local data from the HERE GIS and a few data elements from local partnerships, no requirements currently exist for the local jurisdictions on the collection or management of roadway data. The State is encouraged to develop collaborative efforts with local roadway system safety stakeholders to collect, manage, and submit local agency roadway data to the enterprise roadway system under the oversight and support of the Florida TRCC.

Florida has made progress on key components of a comprehensive, roadway data quality control management process that ensures the efficient functioning of the system. FDOT utilizes the DART application that contains SQL queries to perform data edits and validation checks as data is entered into the RCI. The checks enforce the consistency and accuracy of the data elements. The system includes approximately 300 edit checks at this time. Routine quality assurance reviews are conducted by data collectors, feedback about the results is provided, and training is either developed or updated if needed. FDOT's Transportation Data and Analytics Office maintains the Quality Assurance Review Handbook. The Handbook documents several data quality management procedures. This is an excellent resource, and the State is encouraged to expand the document as the enterprise roadway system is expanded to include all Florida public roads. The Handbook mentions some timeliness and accuracy performance management; however, it is not clear if the processes include baseline measurement, actual measures over time or jurisdictions, or ongoing measurement and reporting of results to data collectors, the TRCC, and safety stakeholders.

FDOT is encouraged to review their current performance measures and expand them to include some aspects described in NHTSA's "Model Performance Measures for State Traffic Records Systems." Performance management should include the data quality measures for the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the roadway data; continuous monitoring based on a set of metrics established by the State; and periodic reporting to the TRCC, data collectors, and managers.

CITATION ADJUDICATION RECOMMENDATIONS

10. Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
11. Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
12. Improve the procedures/ process flows for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Citation and Adjudication recommendations:

- Develop an interface between the adjudication and crash systems to ensure real-time accurate information is conveyed and utilized by stakeholders of those systems.
- Develop performance measures for the adjudication systems. Relevant measures for accuracy and timeliness for the activities in the court could assist in improving the overall quality of traffic records.
- Develop an interface between the adjudication and driver systems to ensure real-time accurate information is conveyed and utilized by stakeholders of those systems.

Summary

The State of Florida has described a well-developed citation and adjudication system which provides information about citations, arrests and dispositions to the requisite State agencies. Although the State does not have a unified court system, using an impressive array of programs and methods, the State is able to retrieve and organize data from multiple courts and utilize citation and adjudication data for the prosecution of offenders; adjudication of cases; traffic safety analysis; the issuance of citations; and for traffic safety program planning purposes. “Signal Four”, a statewide analytical system integrating crash, roadway and citations data is used by local, regional and State agencies to analyze and create maps and statistical reports of crashes and citations. Florida maintains two systems designed to track all citation dispositions-both within and outside the judicial branch, namely the Citation Processing Inventory (CPI) and the Traffic Citation Accounting and Transmission System (TCATS). Florida enjoys statutory authority to assign unique citation numbers and verifies previously issued citation numbers are reconciled. Sixty-seven Florida Clerks of Court convey final dispositions and updates through a mandatory system, resulting in a comprehensive view of enforcement and adjudication activity statewide.

As stated in the ideal, State citation and adjudication agencies should participate in the appropriate national data systems to ensure compatibility and serve data management and exchange needs. Florida participates in and utilizes the systems and standards developed nationally. Ideally, the State maintains system-specific data dictionaries. A data dictionary documents all variables in the data collection form and/or software and all variables in the database. The data dictionary lists the name of the element in the database as well as the commonly understood description. The dictionary should provide an established data definition and validated values for each field in the data system. Florida has provided evidence these data dictionaries exist and are used in the manner envisioned by the ideal.

The State of Florida has some opportunity for improvement in the use of quality control programs and development of performance measures for the citation and adjudication systems. It is essential that each part of the citation and adjudication systems have a formal data quality assurance program. It would appear that the State has multiple robust sources of data from which meaningful performance measures can be crafted and monitored with the goal of an improved traffic records system. It is unclear if performance measures exist in the disparate court systems prior to the inclusion of data in the statewide mandatory database. The State should consider future enhancements in this area with the development of a performance measure for each of the attributes articulated in the ideal.

Florida is well-positioned to meet the few remaining Advisory ideals in the future. The State has articulated a well-developed citation and adjudication system which has many electronic components. The planned development of a DUI tracking system along with increasing the number of systems integrated with the adjudication systems will bring the State further in that regard by the next assessment.

INJURY SURVEILLANCE RECOMMENDATIONS

13. Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
14. Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Injury Surveillance recommendations:

- The TRCC should establish a process to identify independent projects that utilize Florida's injury surveillance data for possible inclusion in its highway safety program efforts.
- The TRCC is encouraged to work with the Florida Department of Health and the Agency for Health Care Administration to establish performance measures and metrics for each of the five injury surveillance data systems.
- The Agency for Health Care Administration and Florida Department of Health are encouraged to regularly share data quality reports with the TRCC for the emergency department, hospital discharge, trauma registry, and vital records data systems (similar to the EMS reports already being shared).

Summary

An injury surveillance system provides information about the characteristics and trends in non-fatal injuries, identifies emerging injury problems, identifies at-risk persons, and informs decision-making for programs and policies. With regard to traffic records, an injury surveillance system that is integrated with crash records can describe the true nature and severity of injuries sustained by persons involved in a motor vehicle crash by the status of the vehicle occupant, the type of restraint system used – or not used, the type of vehicle involved in the crash, crash location, or any number of other crash and person characteristics. An ideal statewide Injury Surveillance System (ISS) is minimally comprised of data from five core components: pre-hospital emergency medical services (EMS), trauma registry, emergency department, hospital discharge, and vital records. This information is invaluable when determining the injury severity, costs, and clinical outcomes of the individuals involved.

Florida has all five major components of a traffic records injury surveillance system, and the available data is accessible to both traffic safety stakeholders and the public through either aggregate summary tables or agency-approved data use agreements. The Florida Department of Health's Injury Prevention Program is the lead agency in the ISS and analyzes traffic crashes for the State on an annual basis. The five core data systems are accessible for quality assurance activities by State statute. The Brain and Spinal Cord Injury Program's Central Registry is also a source of information for understanding the effects of traumatic injuries from crashes.

The pre-hospital data collection system, known as the Florida Prehospital EMS Tracking and Reporting System (EMSTARS), is managed by the Florida Department of Health's (FDOH) Bureau of Emergency Medical Oversight (BEMO). The State system is NEMSIS-compliant to version 3.4 and all vendors must be validated by BEMO. The Florida EMSTARS data dictionary is very detailed and available on the FDOH website (two files are available for NEMSIS v1.4 or v3). All software vendors must incorporate appropriate edit checks and validations to ensure that the data falls within acceptable parameters from that dictionary. Agencies may submit data to the BEMO in a quarterly aggregate format or real-time incident level data. At the point of submission, any records rejected by the edit checks and validation rules are noted and returned to the agency for correction and resubmission. The State has established performance measures for five data categories in the State EMS Strategic Plan and a measure related to accuracy is also tracked in the Florida Traffic Safety Information System Strategic Plan. A quarterly progress report is shared with the Traffic Records Coordinating Committee (TRCC) that tracks timeliness, accuracy, completeness, and uniformity performance measures. There is a sound feedback loop through the EMS Advisory Council Data Committee and the FDOH has worked with Biospatial to generate dashboards and reports for each agency.

The statewide emergency department and hospital discharge data systems are managed by the Agency for Health Care Administration (AHCA). Data from both systems is shared quarterly with the FDOH and may be accessible to outside parties; a non-confidential dataset is available upon request and a confidential file may be available upon approval from the FDOH Institutional Review Board. Details about requesting the information are available in the AHCA Information Resources and Data Security Procedures Manual, which is available online. There is a very comprehensive data quality control system in place at AHCA, including 795 hospital discharge and 267 emergency department audits at the point of data submission. Policies, timelines, and thresholds have been established for submitting the data, but no performance measures have been developed. AHCA data administrators hold quarterly data standards meetings for review of the audit process and data user meetings open to all users/submitters. However, data quality reports are not currently provided to the TRCC.

There is a statewide trauma registry, the Next Generation Trauma Registry (NGTR), which is also managed by the FDOH. Although trauma registry data has not been used in traffic safety analyses, a Trauma System Advisory Council and Trauma Quality Collaborative were recently formed and anticipate conducting such projects. The NGTR complies with the National Trauma Data Bank (NTDB) standard per State statute and also includes several State-specific data fields. Three submission guidelines and data dictionaries are available online: the NTDB standard, the Florida Trauma Registry Data Dictionary with the State-specific fields, and the Florida Acute Care Data Dictionary for trauma patients treated at non-trauma hospitals. The data is made available through summary reports, FDOH IRB approval, and the Biospatial program with plans to build public dashboards. Performance measures and metrics have not been

established, but it is anticipated that the Trauma System Advisory Council will complete that effort in the future. As key updates are made to the system, that information and data quality reports are shared with the TRCC.

The FDOH Bureau of Vital Statistics is responsible for managing all vital statistics data including death certificates. As with most other states, Florida collects death certificates from hospitals, funeral homes, and coroners and submits all data to the National Center for Health Statistics (NCHS) for quality review and assignment of cause-of-death ICD-10 codes. The State uses a statewide electronic death registration system (EDRS), and data dictionaries (codebooks) are available online. Summary information is made available through the FLCharts program and confidential data may be accessed upon approval by the FDOH IRB. The State does not conduct quality reviews beyond the in-system edit checks and NCHS efforts and data quality reports are not shared with the TRCC.

DATA USE AND INTEGRATION RECOMMENDATIONS

None

Considerations for implementing your Data Use and Integration recommendations:

- Develop a FAQ that describes the general methodology for integrating the individual traffic records systems. While multiple projects have integrated specific data sets for analysis, it is not always clear which data elements are used or how successful the linkage steps have been. Developing a standard methodology for conducting the linkages would be beneficial to all users of the data systems.

- Continued expansion of the data warehouse to include data sets from all traffic records components - specifically, hospital and ambulatory care data.

Summary

Data integration involves the use of disparate datasets in varying combinations to provide data managers, data users, and policy makers the ability to view and analyze data in a manner that is not possible using a single data source. Integrated data can be used to improve problem identification and program evaluation activities at the State and local level by incorporating other traffic records systems to provide additional levels of information and detail. This integrated data can often help decision-makers develop a more accurate picture of existing and emerging highway safety problems and can support more in-depth evaluation of highway safety programs.

The process of integrating data, however, can be challenging as the databases are managed and housed by different agencies and collected for the specific business activities of those agencies. Consequently, the individual data elements within each system that can be used for integration must be identified and standardized. This can be a difficult and time-consuming process and thus, is not normally identified as a high priority activity within the states.

Overall, Florida has been highly successful using crash data, and other traffic records systems, to support their highway safety efforts. The Florida Department of Transportation (FDOT) and the Department of Highway Safety and Motor Vehicles (FLHSMV) has created a data warehouse to provide a central repository for their crash, vehicle, drivers, and citation data files.

Through this data warehouse and partnerships with other agencies, Florida's highway safety community has on-line access to traffic records data as well as access to skilled personnel that can support the analysis and interpretation of this information.

The ability of Florida's Traffic Records Coordinating Committee (TRCC) to bring together the data owners and facilitate the development of this warehouse is a key component to continuing the development and use of integrated data sets. This effort is supported by the State's data governance policy which is overseen by the State's chief data officers. The departments involved in highway safety and traffic records also have well-documented policies related to the use and integration of their data sets.

While the data warehouse does not currently include injury surveillance data (i.e., EMS, hospital, and trauma registry data), the Florida Department of Health has supported preliminary linkage between the State's EMS records and the crash reports as part of their Biospatial project.

For a full report, please visit www.fltrafficrecords.com.

B. STRATEGIC PLANNING PARTICIPANTS

NAME	AGENCY
TRCC EXECUTIVE BOARD	
Beth Allman (Chair)	Florida Court Clerks and Comptrollers
Major Lisa Barnett (Vice-Chair)	Florida Highway Patrol/Florida Department of Highway Safety and Motor Vehicles
Lt. Steve Barrow	Leon County Sheriff's Office, Florida Sheriffs Association
Mike Hall	Florida Department of Health
Lora Hollingsworth	Florida Department of Transportation
Robert Kynoch	Florida Department of Highway Safety and Motor Vehicles
Deputy Chief Tonja Smith	Tallahassee Police Department, Florida Police Chiefs Association
OTHER PARTICIPANTS	
Seth Bartee	Florida State University/Traffic and Criminal Software (TraCS)
Dr. Ilir Bejliri	University of Florida/Signal Four Analytics
Danielle Bell	Florida Department of Law Enforcement
Charlton Bradley	Florida Department of Transportation
Brenda Clotfelter	Florida Department of Health
Chris Craig	Florida Department of Transportation
Chief Jeffery Dixon	Florida Highway Patrol/Florida Department of Highway Safety and Motor Vehicles
Luis Domingez	Florida Department of Health
Margaret Edwards	Florida State University/Electronic License and Vehicle Information System (ELVIS)
Cosmos Ficklin	Florida Department of Highway Safety and Motor Vehicles
Dr. Rupert Giroux	Florida Department of Transportation
Melissa Gonzalez	Florida Department of Highway Safety and Motor Vehicles
Joey Gordon	Florida Department of Transportation
Larry Gowen	Florida Department of Highway Safety and Motor Vehicles
Raymond Hemmes	Florida Department of Highway Safety and Motor Vehicles
Major Gary Howze	Florida Highway Patrol/Florida Department of Highway Safety and Motor Vehicles
Ben Jacobs	Florida Department of Transportation
Zhaochen Jiang	University of Florida/Signal Four Analytics
Scott Lindsay	Florida Department of Highway Safety and Motor Vehicles

Asher Lucas	Florida Department of Highway Safety and Motor Vehicles
Angela Lynn	Florida Department of Highway Safety and Motor Vehicles
Becky Marsey	Florida Department of Transportation
Erin McDade	Florida Department of Transportation
Arthur Nelson	Florida Department of Transportation
Travis Pelham	Florida Department of Highway Safety and Motor Vehicles
Bradley Perry	Florida Department of Highway Safety and Motor Vehicles
DaNa' Perry	Florida Department of Highway Safety and Motor Vehicles
Kathleen Perry	Florida State University/TraCS/ELVIS
Amy Pontillo	Florida State University/Traffic and Criminal Software (TraCS)
Thomas Rast	Florida Department of Highway Safety and Motor Vehicles
Tim Roberts	Florida Department of Transportation
William Roseburgh	Florida Highway Patrol/Florida Department of Highway Safety and Motor Vehicles
Dr. Lisa Spainhour	Florida State University/TraCS/ELVIS
Mike Suleski	Tallahassee Police Department
Zoe Williams	Florida State University/Electronic License and Vehicle Information System (ELVIS)
Thomas Wilson	Florida Department of Highway Safety and Motor Vehicles
Joel Worrell	Florida Department of Transportation
Dr. Xingjing Xu	University of Florida/Signal Four Analytics
Brenda Young	Florida Department of Transportation
CONSULTANT SUPPORT	
Alan Amidon	Cambridge Systematics
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C. ACTION PLAN FOR THE 2022-2026 FLORIDA TRAFFIC RECORDS STRATEGIC PLAN

UPDATED JUNE 2024

Goal 1: PROVIDE ONGOING COORDINATION IN SUPPORT OF MULTI-AGENCY INITIATIVES AND PROJECTS WHICH IMPROVE TRAFFIC RECORDS INFORMATION SYSTEMS.

Objective 1: *The TRCC Executive Board (EB) will meet three times per year with 70 percent participation from representative agencies.*

Strategy 1.1: Conduct Executive Board meetings no fewer than three times each calendar year.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
1.1a	– Examine current TRCC Charter to determine membership qualifications and expectations. – Establish and implement pre-meeting procedures to ensure 70 percent membership participation in each full Executive Board meeting. – Develop procedure for designating alternates for Executive Board members. – Identify potential dates for additional TRCC meeting per NHTSA Traffic Record Assessment (2020) recommendation.	Number of TRCC Executive Board meetings each year with 70 percent participation	Quarterly	TRCC Chairperson	TRCC Executive Board Meeting were held on: FY23 - 12/2/2022; 2/03/2023; 6/02/2023, 9/15/2023 FY24 – 12/1/2023, 3/29/2024, 6/21/2024
1.1b	– Conduct subcommittee meetings with data managers, as needed. – Identify data managers for agencies with systems to participate in the TRCC subcommittees	Number of TRCC data manager meetings each year w/70% participation	Ongoing	TRCC Coordinator	Application Subcommittee meetings: 3/11/2022

1.1c	– Develop a comprehensive meeting summary for each TRCC Executive Board meeting. – Include percent of member participation	Meeting Summary is developed and approved at the following TRCC Meeting	Quarterly	TRCC Coordinator	Meeting minutes approved by Executive Board for all dates up to March 29, 2024

Objective 2: Establish roles and responsibilities for the TRCC Executive Board and Subcommittees.

Strategy 2.1: Ensure TRCC membership includes agencies and organizations representing key data collectors, managers and users or members who are positioned to share traffic data information with pertinent organizations.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
2.1a	Review current TRCC membership to identify missing data systems or agencies with data interests not currently represented	Gaps in representation identified, additional members invited	Ongoing	TRCC Coordinator	– Metropolitan Planning Organization Advisory Council (MPOAC) members added (FY22) – Space Coast Transportation Planning Organization (TPO) (FY22)
2.1b	Identify similar working groups (e.g., Safe Mobility for Life/ Aging Road Users Coalition) with strategic plans which include a data component and ensure the TRCC includes representatives from those groups, or that a TRCC member shares traffic data information between the two groups	Similar working groups with traffic data goals or projects identified	Ongoing	TRCC Coordinator	– MPOAC members added (FY22) – Vision Zero Space Coast TPO members added (FY22)

Strategy 2.2: Promote and market TRCC work through information sharing.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
2.2a	Establishing a master calendar of potential participation opportunities	Master calendar established;	Ongoing	TRCC Coordinator	Calendar maintained on TRCC website. – Latest updates reflect up to FY24 Quarter 2

2.2b	Coordinating and communicating data needs among data collectors, managers, and users	Mechanism to share traffic data information established among similar working groups	Ongoing	TRCC Coordinator	– Florida Cloud-Based Traffic Safety Information System (TSIS) Project proposed to TRCC EB at 9/11/2020 meeting. – NH presented SOW for Florida Cloud-Based TSIS Project to TRCC EB on 4/9/2021. – Cloud-Based TSIS Project final report out presented to EB at 9/10/2021 TRCC meeting.
2.2c	Reporting on outreach efforts to other groups – Request EB approval for addition of fourth TRCC meeting per NHTSA TRA recommendations to allow participation of other safety groups	Outreach efforts conducted and reported	Ongoing	TRCC Coordinator	Outreach conducted as needed. FY22 12/3/2022- EB approved fourth TRCC meeting to be scheduled during second quarter of FY to allow quarterly project updates and opportunities for safety coalition meet and greet.

Strategy 2.3: Establish TRCC roles and responsibilities.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
2.3a	Establish roles and responsibilities for TRCC Executive Board – Identify present Executive Board roles and responsibilities. – Discuss and develop Executive Board roles and responsibilities with input from all members	Executive Board roles and responsibilities established	Complete	TRCC Coordinator	Complete: TSIS 2022-2026
2.3b	Establish roles and responsibilities for Executive Board assigned subcommittees. – Identify past/present subcommittees roles and responsibilities. – Develop subcommittees roles and responsibilities with input from all members	Working group roles and responsibilities established	Complete	TRCC Coordinator	Application Subcommittee established on 3/23/2017. Meetings: 03/13/2020; 03/12/2021; 03/11/2022 Go Team (Data) Subcommittee established on 8/17/2018. [Consists of TR Data System Subject Matter Experts (SMEs)] Cloud Subcommittee established at 09/11/2020 TRCC meeting for Florida Cloud-Based TSIS Project. – Meeting held on 2/1/2021 to receive feedback and approve scope. – 12 Workshops held w/Cloud Subcommittee and stakeholders on: 6/10/21; 6/17/21; 6/21/21; 6/23/21; 6/28/21; 6/30/21; 7/1/21; 7/6/21. – Final report out to EB presented at 9/10/2021 TRCC meeting.

Strategy 2.4: Establish TRCC subcommittees.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
2.4a	Establish at least one data subcommittee under the Executive Board	Data subcommittee established	Complete	Executive Board	Formally initiated: 3/29/18 Go Team Subcommittee members AKA Data Subcommittee consists of SMEs representing each TR data system—established on 8/17/2018. Cloud Subcommittee was established on 09/11/2020 and participate in 12 workshops for the Florida Cloud-Based TSIS Project.
2.4b	Establish reporting responsibilities for TRCC subcommittee group Chairpersons	Reporting responsibilities established	Complete	TRCC Coordinator	The TRCC Coordinator serves as the Chairperson for all subcommittees, manages reporting responsibilities and delegates responsibilities as needed for: – Go Team Phase II (6/10/19 close out) – NH FDOT CAR/S4 Project (1/31/2020 close out) – Cloud Subcommittee established on 9/11/2020 (scope feedback/ approval); Execution of contract April 2021. – Florida Cloud Based TSIS Project final report out on 9/10/2021.
2.4c	Establish reporting mechanism/protocols for subcommittees Chairpersons. – Subcommittees Chairpersons follow established protocols and report to the Executive Board	Reporting protocols established	Ongoing	TRCC Coordinator	The TRCC Coordinator will serve as the subcommittees chairperson and updates the Executive Board as necessary.
2.4d	TRCC Coordinator monitors the progress of subcommittees activities	Number of reports/briefings provided in compliance with protocol	Ongoing	TRCC Coordinator	– Go Team (Data) Subcommittee—update provided to Executive Board (EB) at 12/7/18 and at the 4/5/19 TRCC meetings. – Application Subcommittee meetings: 3/12/21; 3/11/22; update reported to EB April 2021 and 2022. – Florida Cloud-Based TSIS Project proposed to TRCC EB at 9/11/2020 meeting. – NH presented SOW for Florida Cloud-Based TSIS Project to TRCC EB on 4/9/2021. – Coordinated/Facilitated 12 workshops for the Florida Cloud-Based TSIS Project. – Florida Cloud Based TSIS Project final report out to EB on 9/10/2021.

Objective 3: Develop a 5- year Traffic Records Information System (TRIS) Strategic Plan by FY22.

Strategy 3.1: Develop a Traffic Records Information System (TRIS) Strategic Plan.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
3.1a	Ensure all TRCC members participate in the development of the TRIS Strategic Plan and selection and prioritization of the projects in the Plan. – Address other needs identified by canvassing collectors, managers, and users of each traffic records system component	5-year TRIS Strategic Plan developed	June 2022	TRCC Coordinator Executive Board	Complete. The TRCC developed a five-year Traffic Safety Information System Strategic Plan for years 2022 through 2026; Approved 4/8/2022
3.1b	Develop TRIS Action Plan – Identify performance measures for the TRIS Action Plan – Identify performance measures for each system and project based on guidelines in NHTSA's Model Performance Measures for State Traffic Records Systems	TRIS Action Plan Developed	Updated Annually	TRCC Coordinator and Data Sub-committee	FY21 State Application: Action Plan (FY20) updates received on 3/20/2020 and 4/16/2020. FY22 State Application: Action Plan (FY21) updates received on 3/31/2021. FY23 State Application: Action Plan (FY22) updates received on 3/25/2022. FY24 State Application: Action Plan (FY23) updates received on 6/2/2023

Objective 4: Track progress quarterly of TRIS Strategic Plan implementation through December 2021.

Strategy 4.1: Implement the Traffic Records Information System Strategic Plan.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
4.1a	Establish reporting mechanism and protocols to track progress quarterly of the performance measures for each system and project in the TRIS Strategic Plan	Reporting mechanism and protocols established	Quarterly	Executive Board & Project Directors	Reporting mechanism and protocols established Updates provided at each TRCC meeting.
4.1b	Track progress of performance measures for each system and project in the TRIS Strategic Plan	Project activity reported	Quarterly	Executive Board & Project Directors	Updates provided at each TRCC meeting. FY23 updates provided on: 12/2/2022; 2/03/2023; 6/02/2023, 9/15/2023.

					FY24 updated provided on: 12/1/2023, 3/29/2024, 6/21/2024
4.1c	Report progress on meeting performance measure goals to the TRCC quarterly.	Progress reports submitted to TRCC Executive Board quarterly	Quarterly	Executive Board and Project Directors	Goal leaders report on quarterly progress. FY23 updates provided on: 12/2/2022; 2/03/2023; 6/02/2023, 9/15/2023. FY24 updated provided on: 12/1/2023, 3/29/2024, 6/21/2024

Objective 5: Ensure the Section 405(c) grant application is approved and submitted to FDOT by June 1st annually.

Strategy 5.1: Report on progress in achieving TRIS Strategic Plan goals and objectives at each TRCC Executive Board Meeting

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
5.1a	Include items on each TRCC meeting agenda regarding progress reports on each system and project.	Progress documented in meeting minutes.	Each Meeting	TRCC Coordinator & Project Directors	Quarterly updates reported at all TRCC meetings. FY23 updates provided on: 12/2/2022; 2/03/2023; 6/02/2023, 9/15/2023. FY24 updated provided on: 12/1/2023, 3/29/2024, 6/21/2024
5.1b	Include items in each TRCC meeting agenda regarding status of quality measures for each system and project	Progress documented in meeting minutes	Each Meeting	TRCC Coordinator & Project Directors	Quarterly updates reported at all TRCC meetings.
5.1c	Submit an interim progress report to NHTSA prior to annual submission deadline.	Interim Progress Report submitted.	April/May (Annually)	TRCC Coordinator & Data SC	FY22- Interim progress report submitted to NHTSA on 4/07/2021; Pre-approval received 4/29/2021. FY23- Interim progress report submitted to NHTSA on 5/10/2022.
5.1d	Submit a TRCC approved Section 405(c) Application to FDOT by June 1st annually	405(c) grant application submitted by June 1st	June 1st (Annually)	TRCC Coordinator	FDOT Pre-approval required before NHTSA July 1st submittal date. FY22 Application submitted to FDOT for pre-approval on 05/26/2021. FY23 Application submitted to FDOT for pre-approval on 05/25/2022 FY24 Application submitted to FDOT for pre-approval on 07/24/2023

Goal 2: Develop and maintain complete, accurate, uniform, and timely traffic records data.

Objective 6: Improve the completeness of traffic records systems by December 2026.

Strategy 6.1: Improve the completeness of the **Crash Data System** by expanding collection of crash reports to include collection of Short Form Reports.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
6.1a	Establish and maintain complete data collection of local crash reports, both long form and short form reports for ALL participating law enforcement agencies (LEAs)	Percent of crash records with no missing critical data elements	July 2012 Complete	FLHSMV	FY21: Total crashes 703,071 (98.65% electronic and 1.35% paper) FY22: Total crashes 706,901 (98.64% electronic and 1.36% paper) as of June 2024; completion rates: Event 99.9%; Person 99.54%; Vehicle 98.93% FY23: Total crashes 716,190 (99.01% electronic and 0.99% paper) as of June 2024; completion rates: Event 99.93%; Person 99.55%; Vehicle 98.89%
6.1b	Develop an analytical approach (scorecard) that identifies the root cause of the common errors discovered and reasons for incomplete crash reports. Establish performance measurements (baselines) based on previous FY crash data for crash report accuracy and completeness. Analyze number of reports in the crash database that would fail one or more of the measures established for accuracy. Disseminate conclusions by distributing Accuracy, Completeness, Timeliness (ACT) reports and conducting LEA trainings to reduce error rates by 5 percent each year.	Improve completeness of crash reports by 5% from baseline data. ACT Reports sent	Annually Quarterly	FLHSMV FLHSMV	FY22 Crash and UTC Data Improvement Project developed a method to conduct sample-based audits for all e-crash submittals to improve FLHSMV crash system's accuracy, completeness, and uniformity; 151 reports reviewed (84 long forms / 67 updates) across 67 LEAs. Baseline Results: 11 (or 0.03%) data fields of 47,146 reviewed were inaccurate; 55 (or 0.06%) data fields of 47,146 reviewed were incomplete; 35 (or 0.07%) data fields of 47,146 reviewed had a uniformity discrepancy. FY25 Crash and UTC Data Improvement Project Objectives to create a work plan to improve accessibility ACT reports and expand the report to include vehicle and driver accuracy and completeness measures (pending NHTSA approval).

6.1c	Establish and maintain a viable communication plan with vendors, agencies and other stakeholders. Establish a process for formalizing feedback to LEAs. Establish and maintain current contact information on key players (vendors, agencies, OPS, FLHSMV) Develop and maintain an online crash manual that is relevant with current practices, policies, and procedures.	Law enforcement contact information updated; online crash manual developed and reviewed for updates	Annually	FLHSMV	Contacts updated / verified on every crash number request. Online crash report manual completed and published on 2/5/19. FY22 TraCS Project: continued functionality in software that links to the most recent PDF crash manual. FY23 Crash and UTC Data Improvement Project consolidated crash data dictionary and validation rules and edit checks into one.

Strategy 6.2: Improve completeness of the **Roadway Data System** by reaching out to local governments and community safety organization for coordination on roadway data-gathering for roads under local jurisdiction not covered by the Department's Integrated Roadway Asset Identification System (IRAIS- aka RCI Rewrite).

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
6.2a	Work with local governments to maintain relationships for the sharing of local roadway data. Assess opportunities to share data with local entities. Assess value for stakeholder buy-in Coordinate with State GIO representative. Find out who is asking for local data within FDOT	Maintain a contact list of the number of local relationships established and inventory the number of characteristics collected.	December 2021 (with census update)	FDOT SSO & Transportation Data Analytics Office (TDA)	FDOT has met with MPOAC to coordinate SHSP safety goals. List of contacts (2 contacts per city). Summary data is provided; 480 entities
6.2b	Gather an inventory of existing data from local governments, MPOs or transportation planning organizations (what are they willing to share)		December 2021 (with census update)	FDOT SSO and TDA	FDOT TDA and Office of Policy Planning will be planning on the Decennial update of Urban Boundaries and Functional Classifications starting 2021
6.2c	Establish a plan to collect additional public roadway data to include local roadway data. Evaluate / Review current data and processes. Establish a needs and requirements document to meet all local and Federal reporting requirements.		December 2021 (with census update)	FDOT SSO and TDA	

	Develop and conduct a survey to determine the number of additional attributes that should be collected				
6.2d	Coordinate MIRE requirements with roadway database owners. Identify MIRE elements to the RCI Handbook for reference. Review current inventory in existing SSO and Roadway Databases Identify MIRE to include in IRAIS Project (RCI Rewrite)	Maintain an established inventory of the number of contacts made and the number of elements included.	December 2021	SSO and TDA; Traffic Operations; Roadway Design	Crosswalk developed – Traffic OPS Charter currently in place; Identified needs weekly meetings. Anticipated vendor to be in place by June 2019. Not all data components have been established. ARNOLD Data Set consists of a layer of all public roads Submitted to FHWA to meet Federal requirements. Additional work is still needed to fully merge local roads data with current FDOT linear referencing system. Safety Office continues to update the All Roads Basemap based on NavTeq/HERE dataset. FY21 Cloud Feasibility Study to identify/create an ARBM inventory of elements to include MIRE FDEs.
6.2e	Evaluate potential base map considerations. ARNOLD; ARBM; NavTeq (HERE); RCI LRS		January 2021	SSO and Traffic Operations	SSO and GIS Solutions have discussed current modifications needed to the HERE contract agreement to allow the HERE NAVSTREETS data to be shared with USDOT FHWA to meet Federal requirements
6.2f	Publicize the Department's local roads map and encourage use of the map by local governments in their own applications and data interfaces. Develop software tools for internal use to create links between local roadway/map data and the FDOT's local roadway dataset	Number of downloads of the UBR (Identify baseline)	Annually	SSO and TDA. CIM (Civil Integrated Management)	TDA has made the ARNOLD dataset available for Department use on its internal network. SSO is releasing a GIS map service of the ARBM to share with Florida government partners in traffic safety before the end of FY21
6.2g	Identify and evaluate current FDOT Roadway data dictionaries		December 2021		ROADS Initiative will address updates to data dictionaries through data stewards and custodians. FY21: RCI handbook has incorporated the MIRE reporting element number system in association with the HPMS data item numbering system.

Strategy 6.3: Improve completeness of the **Citation/Adjudication System** by monitoring data elements and identifying those elements which are 'critical' and increase the completeness of these fields by 3 percent annually.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
6.3a	Review and evaluate existing data; identify critical elements by data mining to compare completeness of data. – Compare DUI conviction data from the court's dispositions to Driver Record Conviction data to identify incomplete records. – Establish a baseline for UTC completeness. – Maintain training on how to complete the UTC. – Review Clerk of Court (COC) case management software systems	Percent of citation records with no missing critical data elements (target – 3% increase per year).	Annually	FLHSMV	FLHSMV FY 21-22 Internal Project: Develop a Performance Measure for Data Integration Project, Dispositions have been identified that are not posting to the driver history that were disposed more than 365+ days ago. FY24 Driver and Vehicle Data Quality Improvement Project has identified dispositions clerks of the court have not submitted to FLHSMV for cases closed a year or more ago. A completeness performance measure is established and tracking continues. Data has been distributed to UTC Field Liaisons to investigate with clerks of court.
6.3b	Establish and maintain a viable communication plan with clerk of courts, agencies, and other stakeholders. – Establish a process for formalizing feedback to LEAs. – Establish and maintain current contact information on key players (vendors, clerks, agencies, FLHSMV)	Maintain Citation/Adjudication contact list.	Annually	FLHSMV	FY22: Crash and UTC Data Improvement Project: UTC accessibility survey delivered successfully to 1,716 users (S4 Analytics, FCCC, LEAs, State Attorneys) with 568 surveys completed during the period of 8/31/22-9/14/22. Performance measure and baseline established under Goal 4. Contact Information is verified / maintained by FLHSMV field Liaisons. FLHSMV continues to meet with the FCCC on a monthly basis to coordinate efforts with Clerk of Courts

Strategy 6.4: Improve completeness of the **EMS System** by continuing to work to increase the number of emergency runs submitting to the state EMSTARS repository.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
6.4a	Work on identifying high-volume agencies on their aggregate system and transition agencies to EMSTARS. – Increase % of EMS agencies submitting to state incident level repository to 90% by 9/30/22	Number of agencies reporting to EMSTARS contributing to the statewide database	Quarterly	FDOH	FY22/23 NEMSIS Project: 253 of 306 licensed Florida agencies reporting to EMSTARS (82.35 participation); Worked with the remaining 49 aggregate agencies to develop a transition plan for EMSTARS reporting. Increased % of EMS runs report submission to state repository to 98.65%; FY 23/24 NEMSIS Project (as of 6/1/24) 286 of 325 licensed Florida agencies reporting to EMSTARS (88 participation); Worked with the remaining aggregate agencies to develop a transition plan for EMSTARS reporting. Increased % of EMS runs report submission to state repository to 99%;
6.4b	Assist agencies with mapping issues, software to enable transition to most current NEMSIS data standard etc.	Number of critical data elements monitored.		FDOH	FY22/23 NEMSIS Project: Currently monitoring 5 critical data categories as defined by NEMSIS. – Overall NEMSIS Data Quality at 91% for patient information, cardiac arrest, valid system times, cause of injury, clinical times recorded, other incident information. FY 22/23 NEMSIS Project – Will be working with EMS State Plan to incorporate any other identified data elements for quality monitoring. Will identify a minimum of three additional data quality measures. FY22/23 – Develop scenario-based training for V3.5 disposition fields FY23/24 NEMSIS Project: Currently monitoring 5 critical data categories as defined by NEMSIS. – Overall NEMSIS Data Quality at 91% for patient information, cardiac arrest, valid system times, cause of injury, clinical times recorded, other incident information. FY 23/24 NEMSIS Project – Implemented Data Quality Score for completeness, timeliness and validity. Implemented clinal measures quality score for 1st clinical Coverdell Stoke measures. FY23/24 – Delivered training for V3.5 disposition fields at 10/23 and 1/24 Data Committee Meeting

6.4c	Review and refine the list of critical data elements	Number of critical data elements monitored	December 2023	FDOH	Currently monitoring 5 critical data elements FY 22/23 NEMSIS Project: Will be working with EMS National Measures to ensure that the most critical elements are being tracked. Working to identify three additional quality measures FY23/24 NEMSIS Project: Currently monitoring 5 critical data categories as defined by NEMSIS. – Overall NEMSIS Data Quality at 91% for patient information, cardiac arrest, valid system times, cause of injury, clinical times recorded, other incident information. FY 23/24 NEMSIS Project – Implemented Data Quality Score for completeness, timeliness and validity. Implemented clinal measures quality score for 1st clinical Coverdell Stoke measures.
6.4d	Reduce the number of missing critical elements (blank elements)	Percent of EMS records with no missing critical data elements	Quarterly	FDOH	FY22/23- 91% of agencies are reporting with valid data from the 5 data categories - Reported quarterly updates to TRCC. FY22/23 NEMSIS Project: Will continue to monitor any revised critical elements. FY22/23 – Will begin monitoring and will report to TRCC 3rd qtr. % of "fully validated" record submissions- records with no errors or warnings FY23/24- 91% of agencies are reporting with valid data from the 5 data categories - Reported quarterly updates to TRCC. FY23/24 NEMSIS Project: Will continue to monitor any revised critical elements. FY23/24 – monitoring and reporting to TRCC % of "fully validated" record submissions- records with no errors or warnings • 12/31/23 - 28.4% • 3/31/24 – 15% • 6/1/24 – 9.9% Drop in fully validated reports due to implementation of additional business rule warnings

Strategy 6.5: Improve completeness of the **Trauma System**.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
6.5a	Increase the number of acute care hospitals submitting to the Trauma System	Percent of Trauma centers reporting complete and timely data		FDOH	Requested grant funding to conduct training to educate local EMS agencies on data collection standards. Unknown
6.5b	Quarterly reporting of compliance to Trauma Centers			FDOH	Unknown

Strategy 6.6: Improve completeness of the **Driver Records System** by reviewing the driver dataset to identify trends and gaps in the current process.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
6.6a	Establish a process for gathering data, analyzing the data, and monitoring results regularly. – Review and evaluate existing driver data to establish performance measure for completeness	Completeness gaps identified for performance measure	Quarterly	FLHSMV	FY23 Driver and Vehicle Data Quality Improvement Project has developed a standing report to monitor SSN Verification status as a completeness measure. The Project will continue to pursue performance measures and recommendations for ongoing monitoring of data quality management and evaluation for the driver records system. FY24 Driver and Vehicle Data Quality Improvement Project developed a report to monitor the State Pointer Exchange Services (SPEXS) data as a completeness measure. The Project will continue to pursue performance measures and recommendations for ongoing monitoring of data quality management and evaluation for the driver records system FY23 Crash and UTC Data Improvement Project to evaluate effectiveness of real-time interfaces with driver and vehicle systems for crash and citation reporting (unable to complete); identify and delete duplicate records as part of onboarding process for State2State (S2S) project and create performance metric for future monitoring. Florida S2S (Driver History Component) Go live date: 1/17/23 with 1.9 million duplicates and ended FY with 1.433 million remaining; FY24 Crash and UTC Data Improvement Project identified duplicates Q1: 1,700,000; Q2; 1,360,000; Q3 (as of May2024): 1,113,000; The 4 OPS staff under grant have completed ~88k

					FY25 Crash and UTC Data Improvement Project Objectives to create a work plan to improve accessibility ACT reports and expand the report to include vehicle and driver accuracy and completeness measures (pending NHTSA approval)

Strategy 6.7: Improve completeness of the **Vehicle System** by reviewing the vehicle dataset to identify trends and gaps in the current process.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
6.7a	Establish a process for gathering data, analyzing the data, and monitoring results regularly. Review and evaluate existing vehicle data to establish performance measure for completeness.	Completeness gaps identified for performance measure	Quarterly	FLHSMV	FY24 Driver and Vehicle Data Quality Improvement Project has developed a report to monitor Fuel Type data completeness. FY23 Crash and UTC Data Improvement Project to evaluate effectiveness of real-time interfaces with driver and vehicle systems for crash and citation reporting (unable to complete). FY25 Crash and UTC Data Improvement Project Objectives to create a work plan to improve accessibility ACT reports and expand the report to include vehicle and driver accuracy and completeness measures (pending NHTSA approval).

Objective 7: Improve accuracy of traffic records systems by December 2026.

Strategy 7.1: Improve accuracy of **the Crash Data System** by reducing errors by 5 percent per year.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
7.1a	Develop an analytical approach (scorecard) that identifies the root cause of the common errors discovered and reasons for inaccurate crash reports. – Establish baselines for data accuracy based on previous FY crash report data. – Analyze number of reports in the crash database that would fail one or more of the measures established for accuracy. – Disseminate conclusions by conducting LEA training to reduce error rates by 5 percent each year. – Establish and maintain current contact and contact information on key players (vendors, agencies, OPS, FLHSMV)	Improve accuracy and completeness of crash reports from previous FY baseline data by evaluating the number of crash reports in the crash database that would fail established baselines due to validation errors.	Annually	FLHSMV	TraCS provides updates at TRCC meetings on which additional validation checks were added to the system as a result of common errors determined during FLHSMV training. FY22 Crash and UTC Data Improvement Project developed a method to conduct sample-based audits for all e-crash submittals to improve FLHSMV crash system's accuracy, completeness, and uniformity; 151 reports reviewed (84 long forms / 67 updates) across 67 LEAs. Baseline Results: 11 (or 0.03%) data fields of 47,146 reviewed were inaccurate; 55 (or 0.06%) data fields of 47,146 reviewed were incomplete; 35 (or 0.07%) data fields of 47,146 reviewed had a uniformity discrepancy. FY24 Crash and UTC Data Improvement Project to conduct 4 state-wide LEA trainings by Sept. 2024 FY25 Crash and UTC Data Improvement Project Objectives to create a work plan to improve accessibility ACT reports and expand the report to include vehicle and driver accuracy and completeness measures (pending NHTSA approval). Contacts updated / verified on every crash number request.

7.1b	Continue to pursue improving the efficiency of the location coding process, including use of up-to-date maps and utilities. – Obtain data on scheduled intervals for evaluation. – Mandate S4 geo-location tool for TraCS crash reporting and encourage for citation reporting. – Encourage another vendor to utilize S4 geolocation and diagram tool.	Promote Signal 4 and Geolocation tool.	Ongoing Ongoing	FLHSMV University of Florida (UF) FDOT FLHSMV	**TraCS S4 geolocation tool mandate for e-crash:** FY21 (Sept. 2021) – Crash Reporting: 183 TraCS LEAs or 24,231 users (91%) of TraCS users. – Citation Reporting: 13% of TraCS LEAs or 7% of TraCS users – Baseline Period (Oct. 1, 2020-Sept. 30, 2021) consisted of 675,481 crash reports of which 187,529 were officer mapped and 159,096 mapped computer confident for a 51.31% accepted as accurate. FY22 (Sept. 2022) – Crash Reporting: 196 of 203 TraCS LEAs mandated. – Citation Reporting: 17 of 166 TraCS LEAs mandated. – Period (Oct. 1, 2021-Sept. 30, 2022) consisted of 689,606 crash reports of which 198,150 were officer mapped and 164,485 mapped computers confident for 52.58% accepted as accurate. FY22: Jacksonville Sheriff's Office (SmartCop) began utilizing this S4 Geolocation Tool
7.1c	Coordinate among the various providers to complete a mapping of all crash systems to identify any redundancies in crash systems and how they relate to one another.	Percent of crashes locatable using roadway location coding method Identify system owners, gathered data and data process.	Ongoing	FLHSMV FDOT FDOH UF	NHTSA Go Team Project Phase I completed. NHTSA Go Team Project Phase II: 6/10/19 close out. NH FDOT CAR/S4 Project began 12/5/2019-Conducted Gap Analysis for S4/CAR capabilities and crash data process, created Crash System Business Context Diagrams. Close out presented to Go Team (Data) Subcommittee on 1/31/2020 and TRCC EB on 4/3/2020. Florida Cloud-Based TSIS Project Phase I: Final deliverables presented to EB at 9/10/2021 TRCC meeting and included: implementation plan, TR Inventory, and high-level cloud architecture recommendation to establish S4 as the TSIS; TR Inventory captured/classified 4 TR data sets (1,427 data elements) for potential integration in a cloud data catalog/warehouse. FY21-23 (state fy) CAR Rewrite Project- Moving CAR analytical and crash location process into S4 Analytics.
7.1d	Develop and maintain an online crash manual that is relevant with current practices, policies and procedures	Online crash manual developed and maintained	Annually	FLHSMV	Online crash report manual completed (3/8/2018); Revised crash manual to reflect MMUCC new definition for Serious Injuries (2/5/2019) FY23 Crash and UTC Data Improvement Project consolidated crash data dictionary and validation rules and edit checks into one doc.

7.1e	Reduce the occurrence of illegitimate null values from mailed in reports. – Check for missing fields. – Review excessive use of "unknown" and/or "other," decreasing the use of these options by 2 percent annually. – Implement a quality control process to ensure the accuracy and completeness of crash reports submitted via mail.	Reduce number of crash reports returned to Agency.	Annually	FLHSMV	Quality control process is conducted by Crash Unit on monthly basis to ensure all paper reports key punched by third party vendor are in crash database. Paper Submission: FY21- 1.35%; FY22- 1.36%; FY23- 0.99% FY24 Crash and UTC Data Improvement Project Objectives: to conduct 4 state-wide LEA trainings on the importance of e-crash by Sept. 2024; AND achieve full adoption of e-crash- 19 paper LEAs of which 4 went e-crash, 4 with go-live dates, 4 in progress
7.1f	Improve the crash data quality program by: – Developing the ability to conduct sample-based audits to compare e-crash data received in the FLHSMV database against local agency level data. Applying for the State Electronic Data Collection (SEDC) Grant	Number of discrepancies Submit Application	Annually Completed 5/15/24	FLHSMV	FY22 Crash and UTC Data Improvement Project developed a method to conduct sample-based audits for all e-crash submittals to improve FLHSMV crash system; Competed FY22: Total crashes 706,901 (98.64% electronic and 1.36% paper) as of June 2024; accuracy rates: Event 96.7%; Person 99.26%; Vehicle 98.31% FY23: Total crashes 716,190 (99.01% electronic and 0.99% paper) as of June 2024; accuracy rates: Event 96.76%; Person 99.25%; Vehicle 98.29% SEDC grant submitted on 5/15/24 to modernize the crash database FY25 Crash and UTC Data Improvement Project Objectives to create a work plan to improve accessibility ACT reports and expand the report to include vehicle and driver accuracy and completeness measures (pending NHTSA approval)

Strategy 7.2: Improve accuracy of the **Roadway Data System** by constant review and improvement in the QA/QC processes for the roadway dataset.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
7.2a	Expand coverage of data quality checks to include maps. – Annually review dataset edits and find ways to improve the monitoring of date error-correction	Number of new edits implemented	TBD	FDOT	LRS reconciliation process is monthly
7.2b	Perform a Quality Assurance Review Program for all Districts within 2 years.	Number of District reviews conducted	Quarterly	FDOT	Natural Disaster and Travel ban impacted schedule (only 2 field visits conducted) but in office review was conducted

7.2c	Perform District Quality Evaluations to ensure Districts are meeting deadlines (RCI, HPMS, RITA, SLDs, Key Sheets, etc.)	Number of Evaluations completed	Biannual	FDOT	Completed all periods; Ongoing

Strategy 7.3: Improve accuracy of the **Driver Records System** by identifying and reviewing the use of inconsistent codes, comparing internal data with an independent standard and reducing the frequency of duplicate record entries.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
7.3a	Review, evaluate, and analyze driver data to find errors, duplicates, and missing data entry elements by developing citation inventory system.		Dec. 2026	FLHSMV	New citation inventory system handles duplicate citation numbers. Citation Inventory System will be included in the department's Motorist Modernization Phase II re-write of our systems. (August 2023)
7.3b	Track the number of duplicate record entries and reduce those entries by 6 percent in five years	Percent reduction in duplicate record entries (target – 1.2% per year)	Annually	FLHSMV	FLHSMV documented conviction data edit requirements to increase accuracy FY23 Crash and UTC Data Improvement Project : FLHSMV to identify and delete duplicate records as part of onboarding process for State2State (S2S) project and create performance metric for future monitoring. Florida S2S (Driver History Component) Go live date: 1/17/23 with 1.9 million duplicates and ended FY with 1.433 million remaining. FY24 Crash and UTC Data Improvement Project identified duplicates Q1: 1,700,000; Q2; 1,360,000; Q3 (as of May2024): 1,113,000; The 4 OPS staff under grant have completed ~88k FY25 will continue to resolve duplicates; Until all states have onboarded, duplicates will continue (pending NHTSA approval)

7.3c	Improve integrity of data by identifying and implementing a means to electronically receive and post-conviction codes for all serious and/or major offenses used by AAMVA/FMCSA so that driver record is accurate and consistent when transferred to other jurisdictions	Track the number of improvements based on Federal or state laws.	Ongoing	FLHSMV	Modernization Project to improve Issuance system by redefining codes / business rules to unify four systems: DL / tag / title / and citation (Dec. 2021).
7.3d	Continue to participate in workshops with AAMVA to achieve data accuracy. – Provide updates to crash and citation reporting vendors when AAMVA barcode formats change in Florida to ensure imports from barcode readers are successful.	Number of AAMVA workshops attended	Annually	FLHSMV	FLHSMV attended the 2024 Workshop & Law Institute AAMVA conference on May 24-28, 2024. FLHSMV went live with AAMVA's State2State platform on Jan. 17, 2023, which will improve the accuracy of driver records.
7.3e	Establish a process for gathering data, analyzing the data, and monitoring results regularly. – Review and evaluate existing driver data to establish performance measure for accuracy.	Accuracy issues identified for performance measure	Quarterly	FLHSMV	FY22 Driver and Vehicle Data Quality Improvement Project developed an accuracy performance measure for the driver records system. An outcome of this project was the development of a report for monitoring duplicate SSN data in the driver records system. Baseline measurement taken 06/06/2022 showed 107,282 duplicate records out of 25,092,818 records, giving an accuracy rate of 99.57%. As of 03/13/2023, accuracy percentage improved to 99.75% (63,765 duplicates out of 25,294,529 total records). FY23 Driver and Vehicle Data Quality Improvement Project developed a report to monitor proper enforcement of the FLHSMV driver license (DL) record purge rules as an accuracy performance measure. Baseline measurements of 88.07% accuracy were established 12/19/23. The Project resulted in identifying 3,032,144 records to be purged, and the current accuracy rate is 99.88%. FY 24 Driver and Vehicle Data Quality Improvement Project is evaluating the State Pointer Exchange Services (SPEXS) system for accuracy in the electronic submission of data and records for out of state surrenders of driver's licenses. FY25 Crash and UTC Data Improvement Project Objectives to create a work plan to improve accessibility ACT reports and expand the report to include vehicle and driver accuracy and completeness measures (pending NHTSA approval)

Strategy 7.4: Improve accuracy of the **Vehicle Data System** by expanding use of Vehicle Identification Number (VIN) decoding through the Florida Real- Time Vehicle Information System (FRVIS) application and its remaining subsystems.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
7.4a	Request programming plan to implement VIN decoding throughout remaining motor vehicle applications	Percent of VINs successfully validated with VIN checking software	Annually	FLHSMV	FLHSMV has implemented VIN decoding in FRVIS, along with augmented NHTSA VIN decoding, for improved accuracy. This technology was already implemented in the EFS system. FY20 Update: The VIN decoding system will be augmented with a NHTSA VIN decoding system to ensure decoding accuracy. The augmented system will be implemented by Fall 2020.
7.4b	Route plan through the agency's governance process		Annually	FLHSMV	FLHSMV is unable to provide the percentage of vehicle records with no errors in critical data elements at this time.
7.4c	Establish a process for gathering data, analyzing the data, and monitoring results regularly. Review and evaluate existing vehicle data to establish performance measure for accuracy	Accuracy issues identified for performance measure	Quarterly	FLHSMV	FY22 Driver and Vehicle Data Quality Improvement Project developed a report to monitor VIN accuracy on new and used title transactions. Baseline accuracy rate taken as an average from May 2019 to April 2022 is 99.737%. The 12-month moving average rate as of March 2023 is 99.713%. FY23 Driver and Vehicle Data Quality Improvement Project examined accuracy measures with regards to temporary registration ("temp tag") transactions. The baseline accuracy of 99.96% was taken as a weighted average over the two year period from February 2021 through January 2023. The target minimum of accuracy of 99.90% was set, and the accuracy rate has remained above it, with value currently at 99.98%. FY24 Driver and Vehicle Data Quality Improvement Project is examining vehicle weight accuracy. The Project will continue to develop performance measure(s) and recommendations for ongoing monitoring of data quality management and evaluation for the driver and vehicle records system. FY23 Crash and UTC Data Improvement Project to evaluate effectiveness of real-time interfaces with driver and vehicle systems for crash and citation reporting (unable to complete). FY25 Crash and UTC Data Improvement Project Objectives to create a work plan to improve accessibility ACT reports and expand the report to include vehicle and driver accuracy and completeness measures (pending NHTSA approval).

Strategy 7.5: Improve accuracy of the **EMS System** by monitoring previously implemented data quality measures.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
7.5a	Monitor measurements for error in critical data elements quarterly. – Update of Florida Data Dictionary to reflect NEMSIS V3.5 and associated business rules to decrease error rates for critical data elements (Approved Data Dictionary – 12/1/2021)	Number of measures implemented.	Quarterly December 2021	FDOH	Quality measures are reported quarterly to TRCC. FY22/23 – Identify Data quality measures consistent with State EMS Strategic Plan are being monitored on a quarterly basis. . FY22/23 NEMSIS Project: 98% Emergency runs in EMSTARS; 91% of these agencies are reporting with valid data from the 5 NEMSIS data categories. FY22 Florida Data Dictionary implemented for V3.5 with associated business rules Quality mea4ures are reported quarterly to TRCC. FY23/25 – Identified three data quality measures consistent with State EMS Strategic Plan are being monitored on a quarterly basis. . FY23/24 NEMSIS Project: 99% Emergency runs in EMSTARS; 91% of these agencies are reporting with valid data from the 5 NEMSIS data categories. FY23/4 Two revisions made to the Florida Data Dictionary implemented for V3.5 with associated business rules

Strategy 7.6: Improve accuracy of the **Trauma System** by updating business rule validations on edit checks.

Action Step	Description	Performance Measure	Timeline	Leader	Notes
7.6a	Improve accuracy by developing quality performance errors for Trauma data		Quarterly	FDOH	Utilizing the NEMSIS Data Quality Reports to track national measures. Implemented 5 data quality categories to measure: Patient Information; Cardiac Arrest; Valid System Times; Cause of Injury; Clinical Times Recorded
7.6b	Develop accuracy performance measures	Number of performance measures established	Quarterly	FDOH	

Strategy 7.7: Improve accuracy of the **Citation/Adjudication System** by reducing errors by 3 percent per year.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
7.7a	Develop an analytical approach (scorecard) that identifies the root cause of the common errors discovered and reasons for inaccurate citation reporting. – Establish a baseline for UTC accuracy. – Maintain training on how to complete the UTC. – Review Clerk of Court (COC) case management software system – Disseminate conclusions by conducting COCs training to reduce error rates by 3 percent each year.	Improve accuracy of citation reports from previous FY baseline data	January 2018 (Complete) Annually Annually Annually	FLHSMV	FY21 Crash and UTC Data Improvement Project: Conducted 4 train-the-trainer workshops with over 335 participants (19 COCs & 59 LEAs). The FLHSMV team surpassed the UTC 3% accuracy goal by +0.20% and also exceeded the UTC completeness goal by +0.16%. FY 21-22 Project: Develop a Performance Measure for Data Integration Project, Dispositions have been identified that are not posting to the driver history that were disposed more than 365+ days ago.

Objective 8: Improve uniformity of traffic records systems by December 2026.

Strategy 8.1: Improve uniformity of the **Crash Data System** by continuing to comply with MMUCC Standard and Compliance.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
8.1a	Continue review of FLHSMV processes and MMUCC Standards to ensure consistency and uniformity. – Perform an analysis on the stance of new MMUCC Standards to create baselines on a National Standard. – Create an implementation plan for MMUCC Compliance – Develop a crash report control Document, based on the most recent MMUCC version, which would serve as a reference resource	Crash Report comparison to National MMUCC standards.	December 2026 Ongoing	FLHSMV	MMUCC goal: 90% compliant MMUCC standards analysis completed in 2018. Uniformity baseline was established in December 2017. FY23 Crash and UTC Data Improvement Project consolidated crash data dictionary and validation rules and edit checks into one doc FY24 Crash and UTC Data Improvement Project: FLHSMV will establish a timeline and goals to fully adopt electronic crash reporting and conduct four state-wide LEA trainings on the importance of ecrash reporting and data quality to improve crash data- tentative training dates Sept. 2024; 8 of 15 remaining paper LEAs in progress for e-crash;

	for the new crash report and the associated database changes, including XSD definitions and report layout.	Number of Crash Report Control Documents developed			SEDC grant submitted on 5/15/24 to modernize the crash database and align to MMUCC 6th Edition; Jan. 2024 FL requested NHTSA MMUCC 6th Edition mapping;
8.1b	Develop and maintain an online crash manual that is relevant with current practices, policies and procedures	Online crash manual developed	Annually	FLHSMV	Online crash report manual completed and published on 2/5/19. FY23 Crash and UTC Data Improvement Project consolidated crash data dictionary and validation rules and edit checks into one doc
8.1c	Develop a centralized crash locating database by creating tools in S4 Analytics for the FDOT Crash Analysis Reporting (CAR) System analysts to manually verify all crash reports (meeting FDOT requirements).	Tools Developed	September 2021	UNF FDOT FLHSMV	FY21 Geolocation-Based Crash Diagramming & FDOT Crash Mapping to Improve Crash Location Timeliness and Quality mock-ups presented to TRCC crash team on 12/18/20; tool development continues. FY22 Geolocation-Based Crash Diagramming & FDOT Crash Mapping to Improve Crash Location Timeliness and Quality

Strategy 8.2: Improve uniformity of the **Roadway Data System** by working with internal FDOT offices and local governments.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
8.2a	Monitor the process on updating Data Inventory Applications IRAIS to improve uniformity and integration	TBD	December 2021	FDOT	FDOT is coordinating internally to expand the collection of RCI data to local roads IRAIS. IRAIS implementation services to replace the RCI application and database. Tentative award date is June 2019. FY21: IRAIS data model still being developed. Discussions with Safety Office on ARBM needs being affected by transition of the RCI to IRAIS Roads and Highway platform held on 5/5/21.
8.2b	Provide a modified process of data collection methods and adding the MIRE Fundamental Data Elements to be collected	Methods and techniques implemented	Ongoing	FDOT CIM	FDOT is currently reviewing data collection methods and techniques. FY21 Cloud Feasibility Study to identify/create an ARBM inventory of elements to include MIRE FDEs.
8.2c	GIS will provide uniform data in LRS format. – Evaluate potential basemap considerations	Testing results shared; Prototype finalized	December 2021	FDOT	FDOT working with vendor to provide and test new tools

Strategy 8.3: Improve uniformity of **Driver Records System** by focusing on driver record data fields not electronically provided via TCATS.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
8.3a	Review TCATS data collection and submission process and target specific data elements for improvement for the new ICD 7.0.		Annually	FLHSMV	FLHSMV has met with the Florida Court Clerks and Comptrollers and the list of data elements for improvement is up to date. These fields will be considered in the Citation Inventory Phase II project rewrite of systems (August 2023)
8.3b	Compare targeted fields with data record requirements		September 2023	FLHSMV	FY23 Crash and UTC Data Improvement Project to evaluate effectiveness of real-time interfaces with driver and vehicle systems for crash and citation reporting (unable to complete). FY24 Crash and UTC Data Improvement Project identified duplicates Q1: 1,700,000; Q2; 1,360,000; Q3 (as of May2024): 1,113,000; The 4 OPS staff under grant have completed ~88k; FY25 grant will continue efforts (pending NHTSA approval)
8.3c	Establish common rules for data elements (i.e. Naming conventions, address, zip code, etc.)		December 2026	FLHSMV	Modernization project will create uniformity by creating common rules.

Strategy 8.4: Improve uniformity of the **Vehicle Data System** by completing a data reconciliation/synchronization project with the American Association of Motor Vehicle Administrators (AAMVA) and the National Motor Vehicle Title Information System (NMVTIS) to ensure a uniform data exchange between the two entities.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
8.4a	Conduct a comparison and correction (data synchronization) to ensure the data Florida provides is accurate, reliable, and complies with NMVTIS uniform titling standards that will aid in preventing the processing of stolen vehicles in other states. Engage in a project with the American Association of Motor Vehicle Administrators (AAMVA) to synchronize our data with NMVTIS. Initiate one to one file comparison to determine the root cause of any data discrepancies and correct the data. Ensure an analysis/comparison of Florida's active and cancelled title records	The percentage of NMVTIS standards-compliant data elements in the Vehicle Data System	Annually	FLHSMV	The NMVTIS project has produced the following improvements: Identified the primary reason sending duplicate VIN's. The issue was corrected, and we have seen a significant drop in the number of duplicate records being reported to NMVTIS. Reviewing a daily report and removing duplicate records from NMVTIS when applicable. (manual process) Received AAMVA tool (SWI) to correct current / older records. System updates most current title records based on files received from AAMVA (based on states that supply data to AAMVA).
8.4b	Establish a process for gathering data, analyzing the data, and monitoring results regularly. Review and evaluate existing vehicle data to establish performance measure for uniformity.	Uniformity issues identified for performance measure	Quarterly	FLHSMV	FY25 Driver and Vehicle Data Quality Improvement Project to begin reconciling FLHSMV data elements against the AAMVA D20 standard.

Strategy 8.5: Improve uniformity of the **EMS System** by transitioning agencies to most current NEMSIS compliance standard.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
8.5a	Maintain data dictionary in compliance with current NEMSIS standards. – Update of Florida Data Dictionary to reflect NEMSIS V3.5	Percent of EMS runs that are NEMSIS compliant	Annually	FDOH	FY22/23 NEMSIS Project: 253 of 306 licensed agencies submitting to EMSTARS, of which 253 (100%) of the EMSTARS reporting agencies are submitting by V3 standards. FY22/23 NEMSIS Project: Objective- Published Florida Data Dictionary to reflect NEMSIS V3.5 12/2021 FY23/24 NEMSIS Project: 286 of 325 licensed agencies submitting to EMSTARS, of which 205 (71.8%) of the EMSTARS reporting agencies are submitting by V3.5 standards. FY23/25 NEMSIS Project: Objective- Published update to Florida Data Dictionary to reflect NEMSIS V3.5 with Florida business rule changes and element updates. 10/23 and 6/24
8.5b	Implement training on current data dictionary standards. Conduct work sessions to continue to maintain Florida data standards, business rules and implementation of best practices consistent with NEMSIS.	Number of trainings conducted	Annually	FDOH	Formal adoption of Florida V3.5 data dictionary by 7/1/22 Anticipate training on V3.5 to begin March 2023 and continue on a quarterly basis. Continuing quarterly EMSAC BioSpatial Training: FY22/23 NEMSIS Project: – 2 completed EMSAC Data Committee work sessions on 9/13/22 and 1/18/23. – Participated in biweekly Technical advisory calls; NEMSIS TAC and NASEMSO annual meetings TBD. FY22 NEMSIS Project- Anticipate 2 additional EMSAC Data Committee work sessions and continued participation in NEMSIS TAC and NASEMSO annual meetings FY23/24 Continuing quarterly EMSAC BioSpatial Training: – 2 completed EMSAC Data Committee work sessions on 10/23, 1/24.

					– Participated in biweekly Technical advisory calls; NEMSIS TAC annual meeting 10/23 and NASEMSO annual meeting 5/24
8.5c	Track the percent of EMS runs that are in compliance with the current NEMSIS standard	Number of EMS submitting agencies transitioned to current standard			FY22 NEMSIS Project: 253 of 306 licensed agencies submitting to EMSTARS, of which 253 (100%) of the EMSTARS reporting agencies are submitting by V3 standards. FY23/24 NEMSIS Project: 286 of 325 licensed agencies submitting to EMSTARS, of which 205 (71.8%) of the EMSTARS reporting agencies are submitting by V3.5 standards.

Objective 9: Improve timeliness of traffic records systems by December 2026.

Strategy 9.1: Improve timeliness of the **Crash Data System** by increasing the number of crash reports received within 10 days.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
9.1a	Develop outreach program and provide training with LEAs to increase their interest in electronic submissions	Number of training classes with LEAs conducted	Annually	FLHSMV	FY22 Crash and UTC Data Improvement Project: Continue distribution of scorecards each quarter, which cover accuracy, completeness, timeliness, and crash location accuracy of crash data. FY24 Crash and UTC Data Improvement Project Objectives: to conduct 4 state-wide LEA trainings on the importance of e-crash by Sept. 2024; AND achieve full adoption of e-crash- 19 paper LEAs of which 4 went e-crash, 4 with go-live dates, 4 in progress;
9.1b	Decrease time from crash date to date of crash submission by scan and data entry process by 5 percent annually	Percent of crash reports submitted electronically (baseline is 60 percent; target – 10% increase yearly); Percentage of crash records aged more than 10 days	Annually	FLHSMV	As of June 2024: FY22: Total crashes 706,901 (98.64% electronic and 1.36% paper) with 81% timely FY23: Total crashes 716,190 (99.01% electronic and 0.99% paper) with 72% timely

Strategy 9.2: Improve timeliness of the **Roadway Data System**.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
9.2a	Perform a Quality Assurance Review Program for all Districts within 2 years	Number of District reviews conducted	Quarterly	FDOT	Natural Disaster and Travel ban impacted schedule (only 2 field visits conducted) but in office review was conducted
9.2b	Perform District Quality Evaluations to ensure Districts are meeting deadlines (RCI, HPMS, RITA, SLDs, Key Sheets, etc.)	Number of Evaluations completed	Biannually	FDOT	Completed all periods- Ongoing

Strategy 9.3: Improve timeliness of the **Driver Records System** by measuring both the internal and external average of the length of time between the occurrence of adverse action by a driver and the time it takes for that information to appear in the FLHSMV database.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
9.3a	Reduce the average time required for disposition information to be added to the driver record. Establish a baseline for the length of time it takes an adverse action by a driver to be entered into the DHSMV database (external measure) Establish a baseline for the length of time it takes for disposition information to be added to the driver record (internal measure)	Average number of days from the date of a driver's adverse action to the date the adverse action is entered into the database (target – 2% reduction per year); Average number of days from the date of citation disposition notification by the driver repository to the date the disposition report is entered into the database	Annually	FLHSMV	Requested grant to work on improving TCATS submissions September 2018/2019. Citation Inventory System will be included in the department's Motorist Modernization Phase II re-write of our systems. 2020 electronic Citation submission is 94.93% received electronically an increase of 1.31% from 2019. UTC has a timeliness report for dispositions which can be ran statewide or by county.

Strategy 9.4: Improve timeliness of the **Citation/Adjudication System** by reducing the time between citation issuance and disposition.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
9.4a	Establish a baseline for timeliness			FLHSMV/ Clerks	UTC has a timeliness report for dispositions which can be ran statewide or by county.
9.4b	Increase the number of Clerk of Courts submitting citations electronically	Number of Clerks submitting electronically		FLHSMV/ Clerks	FY21- As of March 2021, 3 COCs do not accept E- Citation processing. FY22 – As of March 2022, 4 COC's do not accept E- Citation processing. FY23 – As of March 2023, 3 COC's do not accept E – Citation processing. All 67 clerks submit electronically to FCCC. There are 326 Law Enforcement agencies using E-Citations.
9.4c	Identify counties/agencies with longer average processing times between the issuance of a citation and the disposition; work with these counties/agencies to reduce average processing time	Average number of days between citation issuance and disposition		Clerks	The department is reviewing Citation Inventory, to identify the citation offenses received and the department has not received a disposition within 365 days. This data is sent to the individual clerks to review and advise the status of each citation identified. If a disposition has been rendered the clerk notifies the department of their research. Any disposition we do not have in the system are transmitted to the department through the TCATS system.
9.4d	Continue education efforts on the benefits of electronic data submission to the Clerks.			FLHSMV/ Clerks	2020 electronic Citation submission is 94.93% received electronically an increase of 1.31% from 2019.

9.4e	Continue outreach program with Law Enforcement Agencies to increase their interest in and awareness of e-citation programs	Number of LEAs educated on e-citation programs		FLHSMV	44 law enforcement agencies (LEA) have been identified for using paper citations only. An email has been sent to the directors, chiefs and Sheriffs over these agencies. The email explains the reasons to go with electronic submission. We are requesting to know when their agency plans to move towards electronic submission and provided the approved eCitation vendors list for their review. The department's goal is to be 100% electronic. We are waiting to hear back from the agencies with their response. 11 responses were received back from the contacted LEAs, and the results are as follows: – Zero anticipated less than 6 months (0%) – Five anticipated 6 months -1year (46%) – Three anticipated 1-2 years (27%) – One anticipated more than 2 years (9%) – One stated only if it is made mandatory and the other agency was dissolved. (18%)

Strategy 9.5: Improve timeliness of the **EMS System** by continuing to monitor timeliness of submission indicators.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
9.5a	Continue to define timeliness measures and monitor quarterly	Percent of EMS run reports sent within 10 hours	Quarterly	FDOH	FY22/23: Project: increase in timeliness measure to 85% of EMS runs reports sent within 10 hours of run FY23/24 Objective change - **Increase % of V3 EMS emergency run reports received within 10 hours of the run to 70% by September 30, 2024** Q1 – 2023 – 74.37% Q2 – 2024 – 74.36%

Strategy 9.6: Improve timeliness of the **Trauma System** by establishing timeliness performance measure.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
9.6a	Establish timeliness performance measures	Performance measures established	December 2018	FDOH	Timeliness performance measure established. FY23/24 Objective change - **Increase % of V3 EMS emergency run reports received within 10 hours of the run to 70% by September 30, 2024/**

Strategy 9.7: Improve timeliness of the **Vehicle System** by reviewing the vehicle dataset to identify trends and gaps in the current process.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
9.7a	Establish a process for gathering data, analyzing the data, and monitoring results regularly. Review and evaluate existing vehicle data to establish performance measure for timeliness.	Timeliness issues identified for performance measure	Quarterly	FLHSMV	Pending further analysis through the FY24 Driver and Vehicle Data Quality Improvement Project.

Goal 3: Provide the ability to link traffic records data.

Objective 10: Understand the needs of end users and stakeholders that require linked data by December 2026.

Strategy 10.1: Convene Special Projects (E.g. NHTSA Go Team) to identify traffic records users/uses, contributors, linkages, & duplications of efforts.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
10.1a	Establish user and stakeholder needs by conducting crash data survey, research studies, assessments, etc. and implement findings/recommendations: – Conduct Cloud-Based TSIS Project to improve data sharing and identify integration opportunities to establish S4 Analytics as Florida's analytical central repository (Go Team Recommendation). Project will consist of the following: – Identify Current State Systems and Traffic Data Inventory – Document the Current State Data Management in place. – Document Current State Systems Assessment to create a data blueprint. – Develop High Level Cloud Architecture – Create a Diagram Tool compatible with S4's Geolocation Tool to be used by LEAs to improve crash data location (Go Team Recommendation) – Update FLHSMV's CRSCAN ingestion process to accept high resolution aerial photography in crash diagrams. – Reduce crash systems by: – Enhancing S4 Geolocation Tool for FDOT crash analysts to verify crash locations within S4 Analytics to create	Survey conducted. Implementation Plan and High-Level Cloud Architecture Complete Tool Developed Number of high-resolution diagrams accepted in repository. Tool Developed Webservice Developed	Ongoing	TRCC stakeholders	NH Final Report (1/31/2020) conducted GAP Analysis on CAR vs S4 capabilities and functions across geolocating, analytics and roadway reference category areas. **Florida Cloud-Based TSIS Project** Scope approved by Data Subcommittee 2/1/21 and NH Phase I contract executed May 2021; Scope presented to EB on 4/9/21 at the TRCC Meeting. Final deliverables presented to EB at 9/10/2021 TRCC meeting: Current State Systems & TR Data Inventory Current State Data Management Assessment Systems Assessment w/Priority Use Cases Current State Data Blueprint High-level Cloud Architecture Recommendation Barriers found: driver/vehicle inventory and driver/vehicle/ EMS data system architectures not created due to privacy concerns. **FY22 Geolocation-Based Crash Diagramming and FDOT Crash Mapping to Improve Crash Location Timeliness and Quality Project** *FDOT Tool:* Completed mockups, process flow, data model, database schema; final stages of internal testing for editor & admin user interface in progress. *Diagram Tool:* Tool linked to geolocation tool and basemap (aerial/cartographic; development continues and testing in progress **FY22 Central Crash Data Repository and Improved Crash Data Quality Project** Completed light synchronization between S4 & FLHSMV crash databases for 2011-2021 crash data; monthly reports generated to address data discrepancies; Full/detailed synchronization being developed; web image service in testing to eliminate duplicate storage of crash reports to S4/FDOT; high resolution aerial photography solution currently in review and testing. **CAR Rewrite: State funds approved for FY21 & FY22. Kickoff meeting was held 12/20.**

	a single unified crash location database. – Develop a webservice to serve the crash report images directly from FLHSMV to eliminate distribution of crash data to S4 and FDOT crash databases. – Develop process to fully synchronize FLHSMV and S4 crash databases to allow users access to the most current data available. – FDOT CAR Analysis function to be moved and developed within S4 Analytics Environment (CAR Rewrite)	Crash data elements matched.			Functional requirements and mock-ups for new filters developed; security plan completed; currently analyzing summary reports, ensuring S4 access to FDOT SSO FLARIS 2.1 data (w/shared geodatabases files), and a draft crash tree analysis.
10.1b	Create a framework for all system user needs based on findings of survey, research, assessments, etc. – Create Implementation Plan built on Agency/Stakeholder input to create strategy for data sharing across multiple agencies	Develop a framework for all systems	December 2026	Data System Owners / Data SC	Framework Implementation began in NH CAR/S4 GAP Analysis Project. FY21 TSIS Cloud Project Scope finalized on 4/9/21; Final deliverables presented to EB at 9/10/2021 TRCC meeting and included: implementation plan, TR Inventory, and high-level cloud architecture recommendation to establish S4 as the TSIS. Phase II Florida TSIS Cloud Project—to focus on EMS/Driver/ Vehicle use cases and data linkage opportunities between EMS/Crash/Citation/Roadway data (ongoing)
10.1c	Form a subcommittee of data system representatives	Committee established representing data system owners		TRCC Executive Board	Go Team/Data Subcommittee established. Continued efforts on “Special Projects”: – NH FDOT CAR/S4 (Dec. 2019-Jan. 2020) – Florida Cloud-Based TSIS Phase I Project (study) Scope approved on 2/1/21; Data Subcommittee participated in 12 workshops; Final report out on 9/10/21;

Objective 11: Define the framework by Identifying key data fields needed to facilitate linking traffic records information systems by December 2026.

Strategy 11.1: Identify key data fields which should exist in the traffic records information systems.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES

11.1a	Data Subcommittee (from Action 10.1c) will participate in Florida Cloud-Based TSIS Project to assist with the following:
	– Implementation Plan to:
	  – Create a strategy for data integration within a cloud environment between the 6 TR systems.
	  – Project communications and governance
	– Identifying the Current State of the TR Systems to Create a Traffic Records Inventory to include:
	  – General overview of the TR systems
	  – Information on the owner, users, and contact info for the systems.
	  – Descriptions and standards used for each system.
	  – Master data and systems of record
	– Documenting the Current State Data Management to define business insights, user personas, data security and confidentiality requirements, and current data governance.
	– Documenting the Current State Systems Assessment and data blueprint to:
	  – Measure the relative strength and limitations of each system.
		Number of meetings participated in
		
		Implementation Plan created.
		
		TR Inventory created.
		
		Data blueprint created.
			December 2026	Data Subcommittee & TRCC Coordinator	– Received Go Team Phase II funding to explore linkage possibilities. Final report June 10, 2019.
					– NH CAR/S4 Project began documentation of Crash Business Models (current/future state) to map Florida's Crash System's physical and logical data flow to identify linkage and data improvement opportunities; GAP Analysis on CAR/S4 demonstrated benefits gained with the consolidation of location processes in a central database; (Final report provided 1/31/2020)
					– FY22 and FY23S4 will continue to determine EMS linkage opportunities, create an ETL process to obtain EMS data and develop tools to analyze the data.
					– Florida Cloud-Based TSIS Project (study) Scope approved by Data Subcommittee on 2/1/21; Finalized by EB on 4/9/21; Final deliverables presented to EB at 9/10/2021 TRCC meeting and included: implementation plan, TR Inventory, and high-level cloud architecture recommendation to establish S4 as the TSIS; TR Inventory captured/classified 4 TR data sets (1,427 data elements) for potential integration in a cloud data catalog/warehouse.

	– Map traffic data flow against current systems involved in TR data exchanges. – Define current data integration points and access methods. – Identify current issues with data flow and integration. – Identify how each core component validates the data collected				
11.1b	Progress update will be provided at quarterly TRCC meetings	Progress reports provided	Quarterly	TRCC Coordinator	FY21 Florida Cloud-Based TSIS Phase I Project: TRCC Meeting on April 9, 2021, EB was presented Florida TSIS Cloud Project Scope to be conducted by NH. Final deliverables presented to EB at 9/10/2021 TRCC meeting and included: implementation plan, TR Inventory, and high-level cloud architecture recommendation to establish S4 as the TSIS; Barriers found- driver/vehicle inventory and driver/vehicle/ EMS data system architectures not created due to privacy concerns;

Objective 12: Expand integration of Traffic Records (TR) projects to maintain a uniform data collection platform across key data fields needed to facilitate linking traffic records information systems by December 2026.

Strategy 12.1: Continue to support and increase Law Enforcement Agency (LEA) utilization of TR data collection systems/tools and S4 Analytics by providing the integration of Traffic Records Projects: Systems and/or Software.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
12.1a	Track the utilization of traffic records systems/software for the following TR projects: – Tracs (Traffic and Criminal Software) – ELVIS (Electronic License and Vehicle Information System) – Signal Four Analytics' Geo-Location Tool – National Emergency Medical Services Tracking and Reporting System Version 3 standards	Number of users/agencies	Annually	Project Leads	**FY21 Oct. 1, 2020-Sept. 30, 2021:** TraCS- 26,636 users / 192 LEAs ELVIS- 24,237 users / 224 LEAs S4's Geo-Location Tool – Crash Reporting: 183 TraCS LEAs or 24,231 users (91%) of TraCS users. – Citation Reporting: 13% of TraCS LEAs or 7% of TraCS users S4 Analytics- 4,218 users / 556 agencies/contractors NEMSIS: 220 of 223 EMS Agencies submitting by NEMSIS V3 standards. **FY22 Oct. 1, 2021-Feb. 4, 2022** TraCS- 26,791 users / 195 Total LEAs ELVIS- 25,563 users / 233 LEAs S4's Geo-Location Tool – Crash Reporting: 191 TraCS LEAs (mandated: 99.4% or 186 LEAs) – Citation Reporting: 155 of TraCS LEAs (mandated: 13.5% or 21 LEAs) S4 Analytics- 4,589 users / 730 agencies EMSTARS Reporting Agencies: 230 of 231 EMS Agencies submitting by NEMSIS V3 standards (total of 302 total EMS agencies w/72 reporting in aggregate form)
12.1b	Improve key data field collection across traffic records reporting: – By integrating S4's Geo-location Tool w/TraCS crash and citation reporting – By integrating ELVIS with TraCS	Number of incidents and agencies Pilot conducted	Annually	Project Leads	**FY21:** S4 Geo-Location Tool usage Oct. 1, 2020-Sept. 30, 2021: – 188 TraCS agencies mandating use for crash reporting. – 21 TraCS agencies mandating use for citation reporting. – 91% or 24,231 TraCS users – 187,228 crash reports

	– Conduct pilot with S4 Diagram/Geo-location web-based tool within TraCS environment.		December 2022		– 85,714 citation reports – 46,442 traffic warnings – 8,975 tow sheets – 2,829 DUI Citations – 1,699 Parking Citation – 874 Field Interview Report – 166 Offense Incident Report – 115 Boating Warning – 193 Boating Citation **FY21:** ELVIS Usage Oct. 1, 2020- Sept. 30, 2021: Total LEAs 224 and 24,237 users 99% or 194 TraCS LEAs agencies are using ELVIS. **FY22:** S4 Geo-Location Tool usage Oct. 1, 2021- May 31, 2022: – 191 agencies using for crash reporting. – 155 agencies using for citation reporting. – Total usage crash/citation 67,342 (Oct. 1-Dec. 30, 2021) – 67,342 crash reports (Oct. 1-Dec. 30, 2021) – 16,626 citation reports **FY22:** ELVIS Usage till Oct.1, 2021-Feb. 4, 2022: Total LEAs 233 and 25,563 users 99% or 195 TraCS LEAs agencies are using ELVIS

Goal 4: Facilitate access to traffic records data.

Objective 13: Identify high priority user needs and develop a strategy to improve accessibility by December 2026.

Strategy 13.1: Convene Special Projects (E.g. NHTSA Go Team) to conduct needs assessment for a Cloud-Based Traffic Safety Information System.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
13.1a	Identify agency to lead needs assessment	Needs assessment conducted (survey)	December 2026	FDOT FLHSMV	– FY21: FDOT SSO implemented Florida TSIS Cloud Project. Scope approved 2/1/21; NH contract executed May 2021. Final deliverables presented to EB at 9/10/2021 TRCC meeting
13.1b	Create a framework based on results from surveys or assessment projects. – Create and distribute survey to receive stakeholder and user feedback on the accessibility of citation and adjudication data. – Explore a possible UTC accessibility performance measure with baseline. – Conduct Cloud-Based TSIS Feasibility Study to improve accessibility by identifying data use cases	Performance measure established. Final assessment report delivered to TRCC.	December 2026	FDOT FLHSMV	– FY20: NH Final Report findings for CAR/S4 Project presented on 4/3/20: documented data system capabilities/functions to assist with consolidation of both systems. – FY21: Florida TSIS Cloud Project Scope presented on 4/9/21. Recommendations were for FDOT to consume S4 Analytics within their cloud environment due to FDOT resources allocated for CAR and S4 systems consolidation projects and multiple point to point interfaces between S4 and FDOT roadway data. – Phase II Florida TSIS Cloud Project Scope drafted and pending execution- focus on EMS/Driver/ Vehicle use cases. – FY22: Crash and UTC Data Improvement Project: UTC accessibility survey delivered successfully to 1,716 users (S4 Analytics, FCCC, LEAs, State Attorneys) with 568 surveys completed during the period of 8/31/22-9/14/22. Performance measure and baseline established.

13.1c	Apply framework to Signal Four Analytics – Develop and present FDOT executive leadership proposal document on the Florida TSIS Cloud Project Recommendations. – Inform TRCC EB of FDOT leadership proposal and next steps. – Execute Phase II Florida TSIS Cloud Project Scope of work to include: – S4 Analytics business case for state agency consumption – EMS use cases to assist with request for EMS data exchange. – Driver and Vehicle (S4's crash and citation data) use cases to be developed to improve safety analysis	Develop framework for all system needs. Business Case developed. Use cases identified.	December 2026	FDOT FLHSMV FDOH UF	Executive Board updated at 4/3/20 TRCC meeting on the following: NH CAR/S4 Project: Crash Business Models (current/future state) to include consolidation- 2 CAR System functions (location and analytics) within S4 Analytics; CAR/S4 GAP Analysis. (Final report provided 1/31/2020) Executive Board updated at 4/9/21 TRCC meeting on the following: – FY21: Florida TSIS Cloud Project Final deliverables presented to EB at 9/10/2021 TRCC meeting. Recommendations were for FDOT to consume S4 Analytics within their cloud environment due to FDOT resources allocated for CAR and S4 systems consolidation and multiple point to point interfaces between S4 and FDOT roadway data. – Phase II Florida TSIS Cloud Project (pending execution)—to focus on EMS/Driver/ Vehicle use cases and data linkage opportunities between EMS/Crash/Citation/Roadway data (ongoing) – Meeting held with stakeholders on 4/1/2021.

Objective 14: Improve accessibility to data for all systems by December 2026

Strategy 14.1: Increase public record data availability through online access.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
14.1a	Assist agencies with public facing websites to make data available through online access. – Signal Four (S4) Analytics to develop public facing Florida Traffic Safety Dashboard (crash) – S4 Analytics to develop public facing dashboard for citations data	Number of users accessing traffic records data	December 2021	Executive Board/Data System Owners	– FY21: S4 Analytics currently provides linkage between crash, citation, and roadway data. Public facing portal developed for crash data and went live December 2020. – FY22 S4 will focus on expanding crash dashboard capabilities to include mobile platform as well as creating a citations data dashboard (pending approval). – FY21: S4 Analytics- to focus on data linkage opportunities w/EMS/Crash/Citation/Roadway data to enhance safety analysis (ongoing) – FY22 S4 will continue to determine EMS linkage opportunities, create an ETL process to obtain EMS data and develop tools to analyze the data (pending approval).

14.1b	Provide access to real-time summary data reports	Number of users accessing real-time summary data reports	December 2021	Executive Board/Data System Owners	See notes above;
14.1c	Implement web development standards to make data accessible as public data based on needs assessment	User satisfaction with (a) the quality of traffic records data, and (b) their ability to obtain the data when, where, and in the form needed.	December 2021	Executive Board/Data System Owners	See notes above;
14.1d	Provide Federal, state, and local agencies with access to the linkable data among traffic safety information system databases. – Conduct Florida Cloud-Based TSIS Project to improve data sharing and identify data integration opportunities		December 2021	Executive Board/Data System Owners	– S4 Analytics currently provides linkage between crash, citation, and roadway data. Public facing portal developed and went live Dec. 2020. FY22 will focus on citations data dashboard and continue identifying EMS linkage opportunities. – FY21: Florida Cloud-Based TSIS Phase I Project approved and executed May 2021.

GOAL 5: Promote the use of traffic records data.

Objective 15: Promote the understanding and use of available data.

Strategy 15.1: Increase users understanding of what is available and its use/importance (systems, grant funding, etc.) by December 2026.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
15.1a	Maintain a metadata resource that describes available data and how it can be accessed		Ongoing	TRCC Coordinator	
15.1b	Post metadata resource on respective agency websites	Publish on TRCC Website	Ongoing	TRCC Coordinator	Information published on TRCC website

Strategy 15.2: Educate users on what systems are available and how to use them by December 2026.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
15.2a	Conduct user training	Number of training sessions, type, frequency, online tutorials, PowerPoints	Annually	Project Leads	The following trainings were conducted: Crash and UTC Data Improvement: **FY20** Crash and UTC dates: Crash- 9/2/20 (virtual stakeholder meeting) UTC- 7/13/20 (2 sessions) and 7/20/20 (2 sessions). **FY21** Crash and UTC dates: UTC Workshops: TBD; Curriculum is being routed for approvals. TraCS: **FY20:** 13 user trainings- 10/2/19; 10/17/19; 10/23/19 (2 trainings); 11/7/19; 11/15/19; 11/20/19; 12/5/19 and 12/6/19 (1 training); 12/6/19; 1/9/20; 2/7/20; 2/19/20; 3/4/20; 6/16/20; 6/23/20. **FY21**: 21 user trainings-10/2/20; 10/8/20; 12/1/20; 12/14/20 (2 sessions); 12/15/20; 1/6/21; 1/29/21 (2 sessions); 2/3/21 (2 sessions); 2/18/21; 2/24/21; 3/5/21; 3/9/21; 3/14/21; 3/19/21; 3/22/21; 3/23/21; 3/24/21; 3/30/21. Signal 4 and Geo-location: **FY20** S4: 11/5/2019 at Ninth International Visualization in Transportation Symposium; 6/19/20 Intersection DB meeting w/FDOT; Geo-location: 4/27/20; 6/3/20; 8/6/20; 9/4/20; 9/23/20; 9/29/20. **FY21** S4: 2/9/21 (2 sessions); 2/10/21 (2 sessions). FDOH NEMSIS Compliance: **FY20**: EMSAC BioSpatial Training: 3/3/20, 6/10/20 EMSAC Data Committee: 10/2019; 1/2020; 3/3/2020, 6/10/20; NEMSIS TAC and NASEMSO: 08/2020. **FY21**: EMSAC Data Committee: 11/17/20; 2/9/21; 2/24/21; 3/3/21; 3/23/21; 4/27/21. NEMSIS TAC and NASEMSO: TBD. **FY22:** EMSAC Data Committee: 9/13/22, 1/18,23, NEMSIS TAC: 8/22 ELVIS **FY20**: 35 Remote Trainings: 10/14/19; 10/25/19; 10/28/19; 10/30/19; 11/4/19; 11/13/19; 11/19/19; 12/4/19; 12/6/19; 12/10/19; 12/19/19; 12/26/19; 1/10/20; 1/29/20; 2/24/20; 4/2/20; 4/14/20; 4/22/20; 5/18/20; 5/28/20; 6/1/20; 6/4/20; 6/29/20; 6/30/20; 7/22/20; 7/23/20; 7/28/20; 8/12/20; 8/18/20; 8/20/20; 8/28/20; 9/2/20; 9/24/20; 9/30/20 (2 sessions)

					10 In-person: 11/13/19; 11/15/19; 12/16/19; 12/17/19; 12/27/19; 1/2/20; 1/31/20 (2 trainings); 2/7/20 (2 trainings). 9 Demonstrations. **FY21**:20 Remote Trainings: 10/15/20; 10/16/20; 10/22/20; 10/30/20; 11/6/20; 11/18/20; 11/19/20; 12/9/20; 12/16/20; 12/21/20; 1/7/2 (2 sessions); 1/13/21; 1/22/21; 1/26/21 (3 sessions); 2/23/21 (2 sessions); 2/25/21. 1 In-person: 10/28/20. 4 Demonstrations NOTE: Most trainings were moved to virtual setting due to Covid-19 beginning March/April 2020;

Strategy 15.3: Monitor utilization of traffic records data by December 2026.

ACTION STEP	DESCRIPTION	PERFORMANCE MEASURE	TIMELINE	LEADER	NOTES
15.3a	Monitor utilization of traffic records data		Annually	Data System Owners	
15.3b	Monitor utilization of web-based system		Annually	Data System Owners	
15.3c	Report utilization results by month at quarterly TRCC meetings	Reports provided	Annually	Data System Owners	