

# TRAFFIC RECORDS COORDINATING COMMITTEE MEETING REPORT

SEPTEMBER 19, 2025



*Prepared For:*

**FLORIDA DEPARTMENT OF TRANSPORTATION**

*Prepared By:*

**CHRIS CRAIG, TRAFFIC SAFETY ADMINISTRATOR**

*Meeting Notes Taken By:*

**CAMBRIDGE SYSTEMATICS, INC.**

# ATTENDEES

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## OTHERS IN ATTENDANCE

Rebecca Aragon, Florida Department of Transportation

Brennan Blanchard, Florida Department of Transportation

Latisha Harris, Florida Department of Highway Safety and Motor Vehicles

Chanyoung Lee, Center for Urban Transportation Research

Megan Muhlbach, Teen Safe Driving Coalition

Brian Muhlbach, Law Enforcement Liaison District 3

Ariel Napier, Florida Department of Transportation

## VIRTUAL ATTENDANCE

Beth Allman, Florida Court Clerks and Comptrollers

Danielle Bell, Florida Department of Law Enforcement

Ty Carhart, Florida Department of Health

Jessica Hill, Florida Department of Transportation

Joey Gordon, Florida Department of Transportation

Kathleen Perry, Florida Department of Highway Safety and Motor Vehicles

## MEETING SUMMARY

### WELCOME AND INTRODUCTIONS

Chris Craig, Florida Department of Transportation (FDOT), welcomed participants and thanked them for their attendance. He praised the committee's engagement, noting the importance of data for all of Florida's traffic safety coalitions, and emphasizing how Florida is leading the way in data driven decision making. Next, he facilitated a round of introductions and provided an overview of the meeting's agenda items.

### EXECUTIVE BOARD MEMBERS

Chris displayed the Executive Board Members as follows:

- › Beth Allman, Florida Court of Clerks and Comptrollers
- › Major Lisa Barnett, Florida Highway Patrol
- › Captain Steve Barrow, Leon County Sheriff's Office/Florida Sheriffs Association
- › Ty Carhart, Florida Department of Health
- › Robert Kynoch, Florida Department of Highway and Motor Vehicles
- › Deputy Chief Tonja Smith, Tallahassee Police Department/Florida Police Chiefs Association
- › Brenda Young (Interim), Florida Department of Transportation

### JUNE 27, MEETING MINUTES

Chris asked for a motion to approve the June 27, 2025, Meeting Minutes. The minutes were approved unanimously, with Henry Rivera, Florida Department of Highway Safety and Motor Vehicles (FLHSMV), serving as proxy for Robert Kynoch, FLHSMV.

### FY 2025 PROJECT UPDATES

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

Melissa Gonzalez, FLHSMV, presented an update on the Crash and UTC Data Improvement subgrant. She praised her team's success in meeting all of the objectives for this fiscal year.

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

Melissa said the work plan document has been drafted with a finalization target of September 30, 2025. She discussed the contents of the work plan, which included the project's scope, requirements, assumptions, and constraints. The workplan also included an "as-is" and a "future" state of the ACT report. Additionally, the workplan included new vehicle and driver data integration performance measures. Next, she displayed the process flows for the

“as-is” and “future” state of the ACT report detailing the e-crash intake process, ACT report creation, and the distribution method of the Tableau reports made available to vendors via an external access folder.

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

Melissa said this objective is complete. She said e-crash vendors can view, print, and email, the Tableau ACT report as needed. She discussed the benefits of this approach, which included automating the process while reducing staff time and ensuring the vendor only sees law enforcement information for the agencies they serve. She then displayed the ACT Report summary and detailed views providing a snapshot of what e-crash vendors will see.

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

Melissa provided a status update on this objective. She said that descriptions of six new integration performance measures have been developed to ensure consistency across driver, vehicle, citation and crash databases. She displayed examples of data flows, for example performance measures.

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

Melissa reminded the committee that all states are required to onboard to the State-to-State Verification (S2S) system by September 30, 2025. She said 43 states have been onboard so far and that the team has resolved 70,695 duplicate credentials out of the 669,271 total duplicates identified. She emphasized that several key large states have yet to onboard and anticipated the number of duplicate credentials to increase.

*Participants had the following questions and comments:*

- Amy Pontillo, TraCS, indicated hesitation towards the accuracy of the Tableau reports. She noted that some elements, such as posted speed limit, if left blank will show up as an error, but that the posted speed limit does not always apply. She said she would like to dig deeper to ensure accuracy.
  - David Burt, FLHSMV, noted that there are some older calculations that are informing the Tableau visualizations, but emphasized that the team would be appreciative of Amy’s input.
  - Amy expressed gratitude for the progress and wants to ensure accuracy before sending them to agencies on a regular basis.
  - Melissa said the team would be very appreciative of her reviewing the reports and providing feedback.
- Chris asked if the remaining states yet to onboard to S2S will make the deadline?
  - Raymond Hemmes, FLHSMV, indicated that the deadline is likely to be extended, noting that New York and Indiana are two major states that have yet to come onboard.

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

Angela Lynn, FLHSMV, presented on the Driver and Vehicle Data Quality Improvement subgrant. She noted that the subgrant position has been filled by Dennis Majano, FLHSMV. She thanked members of the committee with their assistance in finding analysts and assisting in meeting this year’s grant objectives. She emphasized that this past quarter, invalid addresses from return mail have become the focus for the driver and vehicle data sets. For the driver data set, the uniformity measure is the percent of mailing addresses in the driver license system that aligns with the United States Postal Service (USPS) City Directory. She noted that the baseline is 90.94 percent with a goal of 100 percent. For the vehicle data set, the uniformity measure is the percentage of mailing addresses in the motor vehicle system that align with USPS City Directory. The baseline for business addresses is 89.49 percent and the baseline for individual addresses is 90.81 percent, respectively. The target for both is 100 percent.

*Participants had no questions or comments for Angela.*

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

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

### *Completeness*

Brenda said that 93 percent of Emergency Medical Services (EMS) agencies were submitting to the state incident level repository. She noted that there are 34 agencies in aggregate, and that the team is not anticipating meeting the 99 percent goal. She emphasized that this fluctuates based on the number of licensed agencies. As of August 2025, there were 344 total licensed agencies, of which there are 321 submitting to the state level repository. Additionally, 99 percent of EMS emergency run reports were submitted to the state repository. She emphasized the percentages she just mentioned fluctuate from meeting to meeting due to smaller vendors being bought by larger vendors. The team participates in NEMSIS calls every month and are active participants in the National Association of State EMS Officials (NASEMSO).

### *Uniformity*

Brenda said the team is focused on increasing the percentage of EMS emergency run reports submitted in compliance with NEMSIS Version 3.5 to 100 percent by the end of the fiscal year. She said that there was a 0.2 percent increase bringing the percentage of EMS emergency run reports in compliance with NEMSIS 3.5 to 88 percent. Brenda noted that the new NEMSIS Version 3.5.1 is anticipated to come online in October. She emphasized that while the state is ready, many of the vendors are not, and assisting them will become necessary.

### *Uniformity/Accuracy*

Brenda said that the update of the Florida Data Dictionary with business rules for NEMSIS 3.5.1 is complete and will be formally approved on October 1, 2025.

### *Accuracy*

Brenda said the average NEMSIS data quality score has remained the same at 90 percent with increases in quality for patient information and other incident information and decreases in injury information and clinical times recorded. Brenda noted that the team is looking at other measures, are implementing a warning dashboard that will inform agencies of warnings due to business rules and clinical issues to enhance clinical accuracy. The dashboard enables deeper data analysis of strategic measures and data elements.

Brenda displayed the Data Quality Score Dashboard that is provided monthly to regional coordinators to review with agencies as needed. She said that BioSpatial produces the score and facilitates more regional and agency level input as well. She emphasized that the data quality scores that low are demographic submissions and event validations.

### *Timeliness*

Brenda noted that 76.35 percent of Version 3 EMS emergency run reports were received within 10 hours and 89.5 percent were received within 24 hours in the previous quarter. She noted that the monthly submission of agency demographic records has decreased to 4.5 percent as of September 2025.

### *Integration*

Brenda reviewed the current data sources that are integrated with Biospatial. Brenda suggested this upcoming fiscal year; there could be an opportunity to integrate EMS data with Signal4 Analytics (S4).

*Participants had the following questions or comments:*

- Melissa asked if integration with crash records would require approval from the EMS Advisory Council?
  - Brenda indicated that the approval process has been internalized.

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

Amy Pontillo, TraCS, gave an update on the Traffic and Criminal Software (TraCS) Support, Enhancement, and Training subgrant. She said TraCS currently has 31,105 users across 222 agencies.

### *Accuracy*

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

### *Completeness*

Amy said that in Q3, TraCS represents 44 percent of all law enforcement agencies that conduct traffic safety activities in Florida. She said that from April 1<sup>st</sup> to June 31<sup>st</sup> there were 174,214 total crash reports submitted electronically with 76,356 submitted through TraCS.

### *Uniformity*

Amy said 209 agencies are using the crash form and 192 agencies are using the citation form within TraCS.

### *Integration*

Amy said that 192 TraCS agencies are using TraCS with the Electronic License and Vehicle Information System (ELVIS). She said that all agencies using TraCS are mandated to use the Signal4 (S4) Location Tool. Additionally, she said that 20 agencies are mandated to use the S4 location tool on the citation form with 172 agencies not mandated to use the tool for citation forms. Amy noted that 201 agencies are currently using the S4 Diagram Tool. Lastly, Amy noted that there are data sharing programs in partnership with the Florida Department of Law Enforcement (FDLE).

### *Accessibility*

Amy said that TraCS is currently the primary data hosting site for 200 agencies. She said that there are multiple agencies that would like TraCS to host their data. There are an additional 22 agencies for which TraCS does not host data.

### *Timeliness*

Amy said that the average delay between the initial crash date and when the data is entered into FLHSMV databases is 7.3 days.

*Participants had no questions or comments for Amy:*

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

Zoe William, ELVIS, gave an update on the Electronic License and Vehicle Information System (ELVIS) subgrant. She provided background on the data system noting that ELVIS is run through the Florida Crime Information Center (FCIC) and run by FDLE which provides access to other states' license information. Then, Zoe provided an overview of the usage numbers for ELVIS. She said there are currently 43,306 users across 296 agencies. She said there were 27,367,461 queries ran this fiscal year so far with nearly 2.35 million queries per month with an approximate increase of 76,000 queries per month since June.

Next, Zoe reviewed the FY26 development goals. Then, Zoe discussed ELVIS's increase in usage over time from 39 agencies in 2016 to 296 in 2025 and 3,667 user accounts to 43,306 in 2025.

She concluded by emphasizing the \$14.61 average cost per user for ELVIS.

*Participants had no questions or comments for Zoe.*

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

Dr. Ilir Bejlari, University of Florida (UF), gave an update on the Expanding Accessibility, Utilization, and Data Integration of Signal4 Analytics project. He provided an overview of the subgrant activities. He noted there have been 136 new users since May 1<sup>st</sup>, 2025. He said there were 12 new agencies and consulting firms over the same time period. To date there are 6,442 users across 1,220 agencies and firms. On average there have been 66 new users per month since May 1<sup>st</sup>, 2025. Additionally, there have been on average 20,500 queries per month over the same time frame. Since May the public dashboard has received 8,700 page views per month. Lastly, Ilir discussed the data fields included in the citation data download and provided a sample of what the citation data download looks like.

*Participants had the following questions or comments:*

- Beth Allman, Florida County Clerks and Comptrollers (FCCC) confirmed that the arrest file does not contain deposition information.
- Latisha Harris, FLHSMV, asked how errors affect the data displayed by S4?
  - Ilir indicated that his team would have to look into that at a deeper level and encouraged Latisha to provide input from her perspective as the UTC manager who works with courts to fix errors.
  - Amy noted that the court does not fill out the form and that law enforcement is indicating if there is a crash. If there are errors, it would happen at the officer level.
  - Melissa said Ilir has shared some of the raw data from the violations section which indicated that the same citation number is being used for different violations, which should not be happening. There are additional challenges with citations in the crash system, particularly in terms of developing performance measures. Her team will work towards identifying a performance measure to ensure each violation on the crash report has a unique citation number.
- Dr. Chanyoung Lee, Center for Urban Transportation Research, asked if it is possible to identify vehicle type from citation data?
  - Citations provide generic vehicle information. Tag numbers could be pulled for more detail.
- Melissa asked if total user number includes FDOT users?
  - Yes, all users are counted in that metric.

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

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

*Geolocation for LEA (S4 Geolocation)*

Ilir noted that 100 percent of TraCS agencies are mandated to use the geolocation tool for crash reporting and that 11 percent are using the geolocation tool for citations. He said that on average, 27,000 crash reports per month have used the geolocation tool to map crashes since May. He said that on average, there have been 8,900 users across 298 agencies utilizing the tool over the same time frame. Additionally, 157 agencies have used the tool to map 45,500 citations per month on average since May, as well.

### Crash Report Diagramming (S4 Diagram)

Ilir reviewed the diagrams' purpose and noted that over 407,000 diagrams were created since the launch of the tool with 66,000 diagrams created since May 2025 across 201 TraCS agencies. He said that on average 16,000 crash reports per month have been using the diagram tool across 176 agencies. He noted that there have been 5,350 new users per month since May.

Ilir announced that S4 won first place for "Best Practice" at the Traffic Records Forum hosted by the Association of Transportation Safety Information Professionals in Boston, Massachusetts held from July 6<sup>th</sup>- July 9<sup>th</sup>, 2025. He then provided deployment updates for SmartCOP agencies. He emphasized if that if all SmartCOP agencies are on board, S4 will be reaching three quarters of all crashes, which will bolster confidence in this data system.

### Participants had the following questions and comments:

- Chris asked if there are larger SmartCOP agencies that can be prioritized to bring on board?
  - Ilir indicated that the largest SmartCOP agency to prioritize would be the Florida Highway Patrol.
  - Larry Gowen, FLHSMV, suggested having a sidebar conversation and that the door is open for discussion.
  - Chris suggested prioritizing additional larger agencies and said that the Law Enforcement Liaisons (LEL) can conduct outreach with those agencies.
  - Ilir asked if there is an opportunity to present in front of the appropriate associations to develop more buy in?
    - Chris said to provide a list of priorities that can be shared with the appropriate associations.
      - Melissa and Raymond suggested sending them the priority list as well.
- Melissa emphasized that NHTSA is very interested in learning more about the tool. She said Florida is innovating in this space and could become the basis of a national model.
  - Chris noted that part of federal funding requirements is that NHTSA and other states can ask for information to be shared and distributed once provided.

## 405C QUANTITATIVE PROGRESS MEASURE DISCUSSION

Chris Craig led a discussion on performance measure requirements that must be included each year as part of the Annual Grant Application (AGA) that documents quantitative improvement in two data systems across two data quality performance metrics. He provided an overview of previous measures used and emphasized that while effective, it would be strategic to develop several different measures that the FDOT State Safety Office staff can choose from to submit the required documentation. He said the team will send along a tracking tool before each meeting to better track progress and identify measures for submission as part of the AGA.

### Participants had the following questions and comments:

- Ilir stated he was happy to keep pulling data to assist in the 405c application but did say it will only be effective as long as there is progress.
- Melissa suggested continuing to use the S4 measure and to consider using a uniformity measure if utilizing data from TraCS.

## PUBLIC COMMENT

There were no comments from the public

## WRAP UP AND NEXT STEPS

Chris Craig announced that on September 18, 2025, FDOT received notification from NHTSA of full approval for all submitted traffic records projects included in the FY26 AGA. He reminded committee members that the Part V agreement is non-negotiable and to look for an official notification letter soon.

The upcoming TRCC Meetings are scheduled for the following dates:

- › December 5<sup>th</sup>, 2025
- › March 27<sup>th</sup>, 2026 – Voting meeting
- › June 19<sup>th</sup>, 2026
- › September 18<sup>th</sup>, 2026

## ADJOURN

The meeting was adjourned at 11:18 am.