

# Traffic Records Coordinating Committee Meeting Report

*December 3, 2021*

*Prepared for*

**Florida Department of Transportation**

*Prepared by*

**Melissa Gonzalez, TRCC Coordinator**

*Meeting notes taken by:*

**Cambridge Systematics, Inc.**



## 1.0 Attendees

The TRCC attendees are listed in Table 1.1.

**Table 1.1 TRCC Meeting Attendees**

Name	Title	Agency	Email	
Alan Amidon	Transportation Analyst	Cambridge Systematics	<a href="mailto:AAMIDON@CAMSYS.COM">AAMIDON@CAMSYS.COM</a>	<input checked="" type="checkbox"/>
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Danny Shopf	Transportation Analyst	Cambridge Systematics	<a href="mailto:DSHOPF@CAMSYS.COM">DSHOPF@CAMSYS.COM</a>	<input checked="" type="checkbox"/>
David Brand	Law Enforcement Coordinator	FL Sheriffs Association	<a href="mailto:Dbrand@flsheriffs.org">Dbrand@flsheriffs.org</a>	<input type="checkbox"/>
Dr. Ilir Bejliri	Associate Professor /Principal Instigator	UF	<a href="mailto:ILIR@UFL.EDU">ILIR@UFL.EDU</a>	<input checked="" type="checkbox"/>
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Jessica Andrews	UTC Program Manager	FLHSMV	<a href="mailto:JessicaAndrews@flhsmv.gov">JessicaAndrews@flhsmv.gov</a>	<input checked="" type="checkbox"/>
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Tim Roberts	Law Enforcement Liaison, Program Coord.	FDOT	<a href="mailto:Coordinator@floridalel.info">Coordinator@floridalel.info</a>	<input checked="" type="checkbox"/>
Tom Austin	Management Analyst	FLHSMV	<a href="mailto:THOMASAUSTIN@FLHSMV.GOV">THOMASAUSTIN@FLHSMV.GOV</a>	<input checked="" type="checkbox"/>
William Roseburgh	Business Intelligence Analyst	FHP	<a href="mailto:WilliamRoseburgh@flhsmv.gov">WilliamRoseburgh@flhsmv.gov</a>	<input checked="" type="checkbox"/>
Wilton Johnson	Crash Program Manager	FLHSMV	<a href="mailto:WiltonJohnson@flhsmv.gov">WiltonJohnson@flhsmv.gov</a>	<input type="checkbox"/>
Zoe Williams	Systems Architect	FSU, ELVIS	<a href="mailto:Zfaulkner@elvisflorida.org">Zfaulkner@elvisflorida.org</a>	<input checked="" type="checkbox"/>

**Others in Attendance:**

- Chelsea Forgenie, Space Coast TPO
- Laura Carter, Space Coast TPO
- Claire Gilleece, Tek Systems
- Kevin Berry, Tek Systems
- Don Scott, Lee County MPO
- Phil Fender, FLHSMV
- Mark Reichert, MPOAC
- Ryan Aldridge, Snowflake
- Cosmos Ficklin, FLHSMV
- Jamie Ingalls, FSU TraCS

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## 2.1 Meeting Summary

### Welcome and Introductions

**Speaker: Melissa Gonzalez**

Melissa Gonzalez, FDOT, welcomed participants and thanked them for their attendance. She reviewed the agenda and asked participants to introduce themselves.

Melissa said the September meeting minutes were provided to the Project Leads to review and provide any modifications needed. One minor edit was made to the meeting minutes to correct a spelling error, but no other modifications were requested. Beth Allman asked if there was a motion to approve the September 2021 TRCC Meeting Minutes. Captain Lisa Barnett, FHP, made a motion to approve the minutes and Robert Kynoch, FLHSMV, seconded the motion. The September 2021 TRCC Meeting Minutes were approved unanimously.

### Critical Updates on FY21 TR Projects

**Speakers: Goal Leaders**

#### Crash and UTC Data Improvement: FLHSMV

Phil Fender, FLHSMV, gave an update on Crash and UTC data improvement project. He said staff is working on the accuracy, completeness, and timeliness (ACT) report to be used in sample-based audits. The ACT will improve crash data with a focus on fatal and serious bodily injury crashes. As for the UTC objectives of this project, the team is working on identifying accessibility needs for FLHSMV's stakeholders and opportunities to improve that accessibility. A survey to identify these accessibility needs is being developed for distribution.

There were no questions for Phil.

#### Driver and Vehicle Data Quality Improvement: FLHSMV

Angela Lynn, FLHSMV, gave an update on the Driver and Vehicle Data Quality Improvement project. She said FLHSMV is going through the hiring process for the project analyst position and expects to have someone in place prior to the next meeting. At this time, the team will continue to work with the Chief Data Officer to identify possible performance measures.

There were no questions for Angela.

#### Field Data Collection for NEMSIS: FDOH

Brenda Clotfelter, FDOH, said 76 percent (228 agencies) of 302 EMS agencies are submitting to the state incident level repository, up about 1 percent from the last quarter. She said 98.68 percent of EMS emergency run reports are submitted to the state repository. She noted other event record types, like interfacility transport and medical transport, have been more prominent over the past year and FDOH is starting to evaluate those for completeness monitoring as well.

She said 225 of the 228 EMS agencies are submitting EMS emergency runs in compliance with NEMSIS Version 3.4. She expects the remaining three agencies to shift to NEMSIS Version 3 in the next few months. The team continues to participate in the NEMSIS Technical Advisory Conference and NASEMSO annual meetings and has a meeting scheduled on 1/18/2022 to fulfill the objective of four annual EMS Advisory Council meetings.

Overall NEMSIS Data Quality accuracy has increased to 91 percent, up one percent from last quarter, with cause of injury and clinical times recorded measures being the greatest focus for improvement going forward. The State Data Committee approved the NEMSIS V3.5 data dictionary in September 2021. The team will submit to the Emergency Medical Services Advisory Board for final adoption in January 2022.

Concurrently, staff is working with vendors to ensure readiness to align with the revised data dictionary and is working on implementation tools to help EMS agencies transition.

Brenda said 84 percent of EMS emergency run reports are received within 10 hours. She said the team continues efforts on linking two additional data sources to the EMS State Repository. A needs assessment will be discussed with the EMS data committee during the first quarter of 2022 to identify potential datasets to link in the future.

Participants had the following questions and comments:

- Will there be public dashboards or data available to partners through BioSpatial.
  - We can provide access to aggregate level information if anyone wants to use this data. At this time, a few agencies have access and are utilizing this data and the team is working to provide additional dashboards for users.

#### Electronic Licensed and Vehicle Information (ELVIS): FSU

Zoe Williams, ELVIS, gave an update on the ELVIS project. She said ELVIS usage has increased and currently has 229 agencies and 25,032 user accounts active. During this fiscal year, 1,818,489 queries have been run with approximately 909,000 per month. This is an increase of about 50,000 queries per month since the September updates. In FY21-22, ELVIS will continue to focus on parser fixes to keep up with changing state formats to ensure data from other states are being accurately processed. The ELVIS is improving integration efforts with other external vendors, to include Mark43, Tyler Technologies, LexisNexis, and FINDER. She said new agencies continue to come on board and progress is being made on transitioning from user-based access levels to user roles such as patrol and dispatch. The FSU team is also expanding the ELVIS API to include additional vendors and standardized exports (NIBRS/FIBRS, NCIC code values).

Zoe emphasized that the most requested feature by law enforcement agencies (LEAs) is the Florida driver history provided through FLHSMV's DAVID (external to ELVIS). She also noted that cost per user remains around \$20 per year measured against FY22's award.

Participants had the following questions and comments:

- Are we expecting other LEAs using the Ethos vendor to integrate with ELVIS after Miami-Dade comes onboard?
  - Yes, any agency using Ethos will be able to easily integrate with ELVIS.

#### TraCS Support, Enhancement, and Training: FSU

Amy Pontillo, FSU, gave an update on the TraCS project. She said TraCS has grown to 26,636 users across 192 agencies. The average load time for crashes to the state repository in FY21's last quarter was 9.3 days. Between April and July 2021, the TraCS Staff set up an email alert notification to prompt the hosted 160 LEAs to submit their crashes to the state repository timely. TraCS continues to have a 99.99 percent load success rate spanning across 64,518 crash reports for last quarter which is approximately 36.11 percent of statewide electronic crashes submitted through TraCS. TraCS is working with the FLHSMV and LEAs on ACT reports received to introduce additional cross-validation checks to improve crash and citation data uniformity. Appendix C statute lists were updated and released on October 1<sup>st</sup> for crash and citation reporting. She said 183 of 188 (99.97%) agencies reporting crashes through TraCS are required to use the S4's GeoLocation tool as well as 13% of agencies required to use the tool for citation reporting. Almost all TraCS agencies are using a tool, like ELVIS, to retrieve FCIC/NCIC data.

She said LEAs are still sharing data through LInX and FINDER to the Florida Department of Law Enforcement (FDLE). For the accessibility objective, Amy reported 160 agencies are cloud-hosted at the

Digital Systems Management (DSM) with a physical data backup site being maintained at the Panama City Police Department. She said TraCS guarantees no more than four seconds of downtime per month through DSM, full nightly backups, and transaction logs every hour. Amy said the Orlando Police Department, Fort Lauderdale Police Department, and Flagler County Sheriff's Office are in the process of onboarding with the TraCS.

A pilot is being planned for the testing of the drug recognition expert (DRE) form and will expand that once the pilot is successfully implemented. The TraCS team are also working on the Signal Four Diagramming tool integration within the TraCS crash reporting. The S4 Team has provided final specifications for the implementation of this tool. Currently in progress are the addition of data elements to be transmitted to S4 to improve accuracy such as status of the crash form, pre direction, post direction, and street category costs as required by FIBRS. Other development efforts are towards the transmittal of TraCS data to FDL using the new schema (FIBRS).

She said a few agencies are still using an old version of the TraCS citation which prohibits these agencies from using the updated version of other tools, like the S4 GeoLocation Tool. TraCS is focusing on moving agencies into using the newest version of TCATS which will be dependent on the Clerk of Courts ability to transmit using TCATS 6.1.

A training webinar was conducted on October 29<sup>th</sup> to provide information on the new TraCS records management features. On November 5<sup>th</sup>, another webinar was held on the changes to the implied consent and refusal to submit forms/reports.

*Participants had the following questions and comments:*

- Melissa asked if any plans were being discussed for the mandate of the location tool for citation reporting.
- Amy said they removed the option to create a citation outside the crash report which improves efforts to link citations to a crash.
- Richie Frederick, FLHSMV, stated latitude and longitude data is not required to be collected by the LEA and location element are being collected in a free text format. He provided details on plans being considered to structure the citation location fields as the crash report under the centralized repository project being conducted in partnership with the Florida Clerks Court and Comptrollers (FCCC). The central repository will assist in identifying any fields not being submitted and contains additional cross check validations to improve data quality. The FLHSMV will work with all impacted stakeholders to obtain feedback on their needs.

#### Expanding Accessibility, Utilization, and Data Integration of Signal Four Analytics: UF

Michele Snow, UF, gave an update on the Expanding Accessibility, Utilization, and Data Integration of Signal Four Analytics project. She said the old version of S4 has retired and staff have hosted a series of webinars to discuss changes in the Nextgen Signal Four Analytics. The webinars held in November 2021 had over 800 attendees with upcoming webinars scheduled on December 7<sup>th</sup> and 8<sup>th</sup> have over 250 users registered.

The number of active users has increased steadily over the last six months with a total of 4,275 and an average number of 79 new users per month. She noted new agency types, like tribal organizations, fire and rescue organizations, and additional governmental organizations such as Florida Fish and Wildlife are now using Signal Four. Number of unique logins in the old S4 System for October was 3,825 and November had 792. The number of unique logins in the new S4 System for October was 5,433 and November had 7,867. The public facing crash dashboard had the following page views per month: September- 1,549; October- 5,204; November- 7,385.

She said new S4 features include a banner on the top that links to the S4 Data Dictionary across all pages, an icon that indicates users are logged in and to request user access, expanded data download (record search/event analysis), and new query options to include crash severity filter. She said users can now filter by street and intersection options and expanded time periods. There are also new map visualization options such as charts with information related to crash severity, alcohol related, and heat map-time of day/day of week. Features in progress are additional basemaps, improvements to custom network functions, intersection filter options, network analysis, and improvements to user management functionality.

Participants had the following questions and comments.

- The webinars have been very helpful and informative so anyone that has not had a chance to participate should attempt to join the December presentations if possible.

#### Geolocation-Based Crash Diagramming and FDOT Crash Mapping to Improve Crash Location Timeliness and Quality: UF

Dr. Ilir Bejliri, UF, gave an update on the Geolocation-Based Crash Diagramming and FDOT Crash Mapping to Improve Crash Location Timeliness and Quality project. He said the diagram tool is automatically linked to the geolocation tool to promote increased accuracy. The diagram tool has the ability to automatically pre-construct the crash report diagram using vehicle information officers provide in the crash report. This not only saves Law Enforcement Officers time in the field but also improves data quality as a more consistent diagram corresponds with other elements of the crash report such as the number of vehicles, types of vehicles, and direction of travel. The diagram context is represented by an aerial photo or cartographic base map. Officers will still have the ability to adjust the vehicle path and position, change the vehicle type, color, and orientation, map transparency, and to save. The team is still working on freehand drawing and annotation tools, image cropping, additional participant icons, additional reference maps, complete vehicle icons, and various bug fixes and testing.

Dr. Bejliri said the other component of this project includes consolidation of the geolocation process among FDOT, Signal Four, and law enforcement to achieve on consistent statewide geolocation process. The S4 team has completed mockups and the process flow, a data model, and the database schema and are in the process of developing the editor and admin interface. The editor screen features will include the ability to search using Google and ESRI, plot crash locations from the batch process, ability to place a new point on the map and return matching address for each location type, as well as identify and plot the relevant segment centerline. Admin screen features include user interface development such as pool management, filter options, and data grid and maps. Work in progress for the editor interface are to apply save and edit functions to the database and the creation of pool assignment and queues in the admin interface. The first demonstration was conducted with FDOT on November 18, 2021 and FDOT editors have begun testing the tool to provide UF feedback.

Dr. Bejliri shared a demonstration of the FDOT Geolocation tool with the TRCC.

*Participants had the following questions and comments:*

- UF and TraCS are working on setting up a pilot for integrating the Diagramming tool into TraCS. At this time specifications and security details are in place and awaiting TraCS staff resources to begin implementation.
- FLHSMV would like to know how much this integration will impact the size of the crash reports submitted to FLHSMV from a delivery and storage perspective at their central repository.
  - Dr. Bejliri stated the storage size is being looked into by comparing the use of the diagram tool with current crash reports being submitted today. Findings will be provided during status update meetings between UF and FLHSMV.

- The future intent of this project is to include these verified locations with the preliminary locations in Signal Four to ensure accurate locations are available.

#### Unified and Sustainable Solution to Improve Geolocation Accuracy and Timeliness of Crashes and Citations: UF

Michele Snow, UF, gave an update on the Unified and Sustainable Solution to Improve Geolocation Accuracy and Timeliness of Crashes and Citations project. She said the team continues to offer support for the 91% of TraCS users currently mandated to use this tool. September closed out with a total of 19,948 mapped crashes and 6,048 citations while October stats usage were at 20,727 for crashes and 6,208 citations. These numbers reflect the usage of version 2 and 3 of the Geo-location tool but most agencies are using Version 3. The Jacksonville Sheriff's Office has also confirmed implementation of the Geo-location tool within their SmartCop software as of 10/28/21.

The S4 team will continue providing geolocation statistics to FLHSMV for analysis and working on hiring a technical support position to assist support needs as usage of the tool has increased.

There were no questions for Michele.

#### Central Crash Data Repository and Improved Crash Data Quality: UF

Michele Snow, UF, gave an update on the Central Crash Data Repository and Improved Crash Data Quality project. She said the light synchronization to the FLHSMV database is complete, and S4 continues producing comparison reports every other week to share with FLHSMV for potential discrepancies. The S4 team in collaboration with FLHSMV meets regularly to discuss the requirements for the image service which is currently under FLHSMV IT development. Modification and review of the tiff images to use aerial photography is pending FLHSMV IT support. Some challenges identified were with gray scaling of the aerial photography but solutions to preserve the resolution in those images is being explored.

*Participants had the following questions and comments:*

- The FLHSMV stated the image web service is under development and going well. We should have on-demand images for Signal Four and FDOT to reduce duplicative storage efforts.
- Will this web service provide a redacted version of the crash report?
  - That is not the intention at this time.
- Are these geo-tiffs or just tiff files?
  - We are still working on determining if these will be PDF or tiff.

#### FDOT Crash Analysis and Reporting (CAR) System Rewrite: UF

Dr. Bejleri, UF, provided an update on the FDOT funded CAR Rewrite project. He said the team is working on a security plan to align Signal Four and CARS and expanding the current filters in Signal Four to meet the functions needed by FDOT staff. He said the system design is in progress and UF is currently developing mock-ups.

#### **Traffic Safety Information System Strategic Plan 2022-2026**

Speaker: Melissa Gonzalez

Melissa Gonzalez, FDOT, said she is working on the update of the Traffic Safety Information System Strategic Plan. She will work on Section 4.0 of the plan and needs support from the Data Subcommittee members and system owners on the action plan updates. She plans to have a first draft completed by March 2022 and will coordinate with the data subcommittee to review and finalize the plan by March 25, 2022.

She noted that Florida's TRCC meets 73 percent of the NHTSA Traffic Records Assessment recommendations, partially meets 10 percent (33 questions) of recommendations and did not meet 17 percent (57 questions). She informed that the Section 405c State Application for NHTSA funding requires all advisory questions assessed as partially or does not meet requires a state response on plans to address each and confirmed the data system owners will conduct internal meetings with their staff to update last year's responses accordingly. She will work on preliminary updates and a due date of April 22, 2022 was set in order to meet the FDOT due date for review and approval before submittal to the NHTSA.

There were no questions for Melissa.

### **Florida Cloud Based TSIS Phase II**

Speaker: Melissa Gonzalez

Melissa Gonzalez, FDOT, provided an overview of the Cloud Based TSIS Phase I study. She said it was completed on September 10, 2021 and focused on the current state of the six traffic records datasets to assess integration opportunities and cloud adoption to improve traffic safety analysis and access. At the conclusion of the study, it was ultimately discovered that the NHTSA grant funded S4 Analytics was the preferred system by Florida's traffic safety partners. She stated the S4 Analytics System currently has over 4,400 users, multiple point to point interfaces between the FDOT Crash Analysis and Reporting (CAR) System and FDOT Roadway data, as well as FLHSMV's crash data, and the FCCC's citation data. Due to the number of point-to-point interfaces between FDOT and S4, the study recommended it would be in the best interest of the FDOT to provide funding security for S4 Analytics by consuming it within their environment.

Phase II Scope (pending approval) is currently drafted with the inclusion of a detailed business case to move S4 into the FDOT Cloud and to develop use cases for an EMS data exchange and use cases for the driver and vehicle data currently being shared with S4 through the crash/citation data exchange.

Melissa informed the TRCC, that a leadership proposal document is being constructed by the FDOT Safety Office and is working on finalizing this document. This document proposes two items for consideration. Proposed item one would be to relocate S4's data inventory into an FDOT controlled cloud environment. Proposed item two would be to consume the S4 System within FDOT which would have FDOT consume costs for operations and maintenance of the system.

She said once FDOT leadership feedback is received, next steps will include scheduling a meeting with the TRCC executive board to discuss the outcomes and any major modifications needed for Phase II. A meeting with the TRCC Data Subcommittee will follow to receive their feedback to finalize the Phase II scope of work.

There were no questions for Melissa.

### **Agency Data System Updates**

Speakers: Agency Representatives

Richie Frederick, FLHSMV, said FLHSMV is continuing with the development and implementation of the State-to-State Citation program with the American Association of Motor Vehicle Administrators (AAMVA). This will allow FLHSMV to share convictions electronically with other states to improve completeness and timeliness of this data. Expectations are to go live January 2023. The team is working to implement the DUI refusal bill that indicates law enforcement can use prior Boating Under the Influence (BUI) refusals when offenders are pulled over for a subsequent DUI in a motor vehicle. The FLHSMV has created a filing process to load BUI refusals onto the driving records. Appendix C has also been updated and released to law enforcement agencies and Clerks.

As for crash related updates, Crash data for 2020 officially closed on October 19, 2021, and Crash Facts is in its final review and will be made available soon. He said FLHSMV is statutorily attempting to add FDOH to the list of agencies allowed immediate access to crash reports.

Other future plans on a legislation level are focused on crash and UTC data protection to ensure personal

identification information is being redacted when requests for the data are received. This will allow for the removal of the 60-day period that must be met in order to access a crash report.

*Participants had the following questions and comments:*

- How are private vendors affected by this new legislation?
  - While the 60-day period will be eliminated, redacted reports would be available and can be used to fulfill these requests by other entities that use portions of the crash report. The FLHSMV will require a memorandum of understanding be put in place with these entities to ensure proper use of the data.

Rupert Giroux, FDOT, gave an update on FDOT FLARIS System which consists of the All Roads Base Map (ARBM) and Intersection Database. At the end of this project, FDOT will have a mechanism in place to annually update the ARBM. He said this is a fundamental piece related to the FDOT/Signal Four Analytics CAR System consolidation and rewrite projects as it provides the ability to geolocate crashes accurately for all of Florida's public roadways. Melissa noted that this is also an important step in the FHWA's federal reporting requirement known as the Model Inventory of Roadway Elements (MIRE) Fundamental Data Elements (FDE). This inventory of roadway elements can be utilized to improve traffic safety analysis and requires states fulfill this requirement by September 2026.

There were no questions for Rupert.

**Public Comment**

Speaker: Melissa Gonzalez

There were no comments from the public.

**TRCC Next Steps**

Speaker: Melissa Gonzalez

Melissa Gonzalez, FDOT, said one of the recommendations from the NHTSA Assessment was to add another annual TRCC meeting. She suggested the additional meeting could allow for continued communication amongst traffic records stakeholders and a possible agenda item could include a Florida Safety Coalition Meet and Greet. She said the session could be a 1-2 hour meeting to review the vision and mission of other coalitions to better understand their data needs for future plans their coalition is pursuing. Due to time limitations in past meetings another option would be to add another TRCC meeting for a more detailed project update session. The TRCC agreed and decided to schedule a traffic records project updates meeting on February 4, 2022.

Upcoming Meetings:

- February 4, 2022 – FY22 Project Updates and/or Coalition Meet and Greet
- March 11, 2022 – Application Subcommittee Meeting- Review FY23 Projects
- April 8, 2022 – Executive Board Meeting- FY 23 Projects (VOTING)
- September 9, 2022 – Status of FY23 Projects/Critical updates on Current FY22 TR Projects
- December 2, 2022 – Critical Updates on FY23 TR Projects

She thanked everyone for their participation and the meeting was adjourned at 11:53 AM.