



FLORIDA'S TRAFFIC RECORDS COORDINATING COMMITTEE

Executive Board Voting Meeting

presented to

TRCC

April 4, 2025





WELCOME AND INTRODUCTIONS

Chris Craig, FDOT

EXECUTIVE BOARD



TRCC Executive Board Members

Beth Allman, Florida Court Clerks and Comptrollers

Major Lisa Barnett, Florida Highway Patrol

Captain Steve Barrow, Leon County Sheriff's Office/Florida Sheriffs Association

- **Sgt. Kevin Tim (Proxy)**

Ty Carhart (Interim), Florida Department of Health

- **Luis Dominguez (Proxy)**

Brenda Young (Interim), Florida Department of Transportation

Robert Kynoch, Florida Department of Highway Safety and Motor Vehicles

- **Henry Rivera (Proxy)**

Deputy Chief Tonja Smith, Tallahassee Police Department/Florida Police Chiefs Association

- **Major Vincent Boccio (Proxy)**



DECEMBER 13, 2024 MEETING MINUTES



DATA WHEN, WHERE, AND HOW YOU NEED IT

**TRAFFIC RECORDS COORDINATING COMMITTEE
MEETING REPORT**

DECEMBER 13, 2024



TRCC

DATA WHEN, WHERE, AND HOW YOU NEED IT

Prepared For:
FLORIDA DEPARTMENT OF TRANSPORTATION

Prepared By:
CHRIS CRAIG, TRAFFIC SAFETY ADMINISTRATOR

Meeting Notes Taken By:
CAMBRIDGE SYSTEMATICS, INC.



FLTrafficRecords.com | 1



UNIFORM CRASH REPORT UPDATE

Melissa Gonzalez, FLHSMV

NHTSA –FLHSMV SEDC PROJECT



Presented to: TRCC

Presented by: Melissa Gonzalez, Operations & Management Consultant Manager, FLHSMV

Date: 4/4/25



FL Current Crash Data System

Florida Annual Crash Submissions			
Stat Type	2022	2023	2024
Total Crashes	706,901	714,967	732,815
Total Fatalities	3,553	3,375	3,199 (pending)
E-Crash %	98.64%	99.08%	99.40%

99% of crash reports are submitted e-crash

FLHSMV crash database > 14 years old

Staff relies on manual procedures

FL alignment = MMUCC v.3

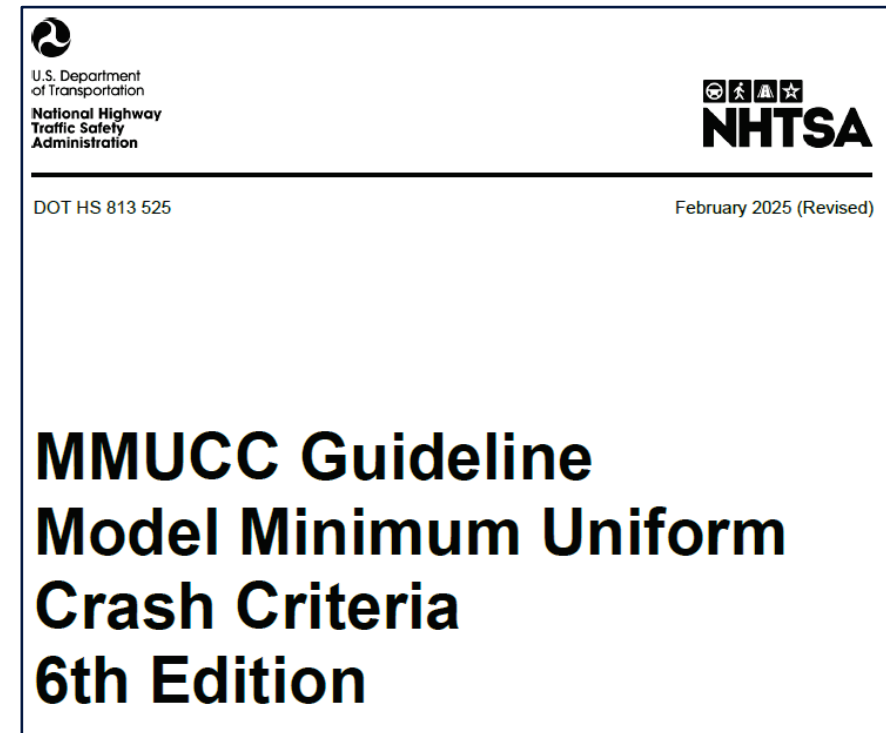
FL SEDC GOALS

- New Crash Database
- Improve data quality processes
- Redaction Functions- PII protection
- **Align database, crash reports, to MMUCC v.6**
- Better integration with other databases
- New Data Governance Plan
- Fatality Reconciliation Tools

Project Timeline	Year
Phase I: MMUCC Alignment Planning; Crash Database Update Planning	2025
Phase II: Database Design, MMUCC Database Documentation Updates	2026
Phase III: Software & System Testing, Full MMUCC Implementation	2027
Phase IV: Implementation & Validation	2028
Phase V: Training and Support, Final Evaluation and Report to NHTSA	2029

Model Minimum Uniform Crash Criteria (MMUCC) Defined & Purpose

- Federal guidelines to standardize data variables to describe MV traffic crashes
- Improve traffic safety problem identification
- Improve design countermeasures
- Aligns multiple federal reporting requirements (MIRE, FARS, NEMSIS, etc.)



Safety Coalition Outreach Efforts

FL COALITION	DATE	AGENDA
Pedestrian & Bicycle Safety	1/28/25	■ High overview of SEDC grant award, goals, and project timeline
Occupant Protection	2/12/25	
Motorcycle Safety	2/19/25	■ Current crash system info
Impaired Driving	3/6/25	■ Defining MMUCC and FLs alignment scores to MMUCC 6 th edition
Teen Safe Driver	3/27/25	
TRCC	4/4/25	■ Examples of revised elements
Safe Mobility for Life	4/15/25	■ Describing coalition feedback criteria FLHSMV is seeking

Safety Coalition Initial Feedback

- Create officer training video on restraint system misuse to add to SEDC best practice doc
- Create officer training tips/add to best practice to improve engineering efforts
- Create crosswalk of current elements vs revised elements to interpret historical safety analysis
- Bike/Ped felt the revised approach for non-motorist device type, device motorized subfield, most harmful event met their analysis needs;
- Motorcycle Safety did not feel the MMUCC revisions for MV Body Type Group 5: Motorcycle and Moped met their needs or FL Statute definitions
- FL Statute comparison against MMUCC elements/attributes is needed
- Uniformity of location fields needs improvements

MMUCC V.6 Data Element Format

1.3 MMUCC Data Element Format

Data elements are presented using the following format.

Data Element Identifier + Number. Data Element Name

Element Definition:

The element definition will be found here.

Attribute Values:

Number of allowable selections:

- Not applicable
- None (or No)
- Attribute one
- Attribute two
- Attribute three
- ...
- Other
- Unknown

Remarks:

Guidance and attribute definitions will be found here.

Highway Safety Rationale:

The importance of the element for improving highway safety will be found here.

Implementation Suggestions:

Suggestions for electronic implementation will be found here.

Validation Rules:

- VR one
- VR two
- ...
- VR n

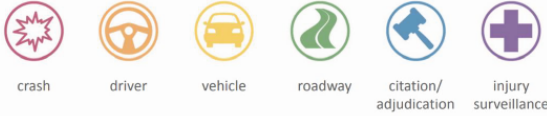
Alignment Considerations for ELEMENT:

Considerations for mapping the State element to the MMUCC element will be found here.

MMUCC v.6 GUIDELINES

Data Level	All MMUCC		SEDC-Required		SEDC-Recommended	
	Number of Elements	Number of Attributes	Number of Elements	Number of Attributes	Number of Elements	Number of Attributes
System-Populated	4	6	4	6		
Crash	18	181	4	7	3	73
Vehicle	44	529	5	19	3	148
Driver	10	112	2	9	1	12
Person	20	143	10	54	3	28
Non-Motorist	10	95	1	17		
Total	106	1066	26	112	10	261

FL MMUCC 6th Edition Alignment Mapping Report



crash driver vehicle roadway citation/
adjudication injury
surveillance

Florida to MMUCC 6th Edition Preliminary Alignment Mapping Report

Completed on 7/2/2024
Version: 1

Florida Documents Used for this Report:

- FL Crash Report 2013
- FL Crash Report Manual 2019
- FL Data Dictionary 2016

Mapping Report Key:

- [D] = Data Level (e.g., [D] Crash)
- [E] = Data Element (e.g., [E] First Harmful Event)
- [S] = Subfield (e.g., [S] Subfield:01.Engaged in Emergency Response)
- [C] = Cluster or Group of Attributes (e.g., [C] 01.Non-Harmful Events)
- [A] = Attribute (e.g., [A] Attribute:01.Cross Centerline)

See the [MMUCC 6th Edition](#), Chapter 12: Aligning to MMUCC for details on the alignment methodology.

FL Total Uniformity and Completeness Alignment for All Elements		
Data Level	Uniformity Alignment (%)	Completeness Recommendations
Overall Alignment	45.22%	50
System-Populated	50%	
Crash	55.25%	14
Vehicle	39.51%	23
Driver	31.25%	3
Person	61.54%	5
Non-Motorist	49.47%	5

MMUCC v.6 GUIDELINES (ex: required)

Level	Identifier	Data Element	Subfield or Group	Attribute	SEDC-Required or SEDC-Recommended
Crash	C01	Crash Date		Crash Date	Required
Crash	C02	Crash Time		Enter Valid Military Time (0000 – 2359)	Required
Crash	C02	Crash Time		Unknown	Required
Crash	C05	County or Equivalent		County or Equivalent Name	Required
Crash	C05	County or Equivalent		Unknown	Required
Crash	C06	Global Position (Latitude, Longitude)		Latitude, Longitude	Required
Crash	C06	Global Position (Latitude, Longitude)		Unknown	Required

Non-Motorist	NM09	Non-Motorist Device Type	Subfield 1: Device Type	None (no device)	Required
Non-Motorist	NM09	Non-Motorist Device Type	Subfield 1: Device Type	Unknown if Non-Motorist Was Operating a Device	Required
Non-Motorist	NM09	Non-Motorist Device Type	Subfield 1: Device Type, Group 1: Non-Motor Vehicle Transport Device	Ridden Animal or Animal-Drawn Conveyance	Required
Non-Motorist	NM09	Non-Motorist Device Type	Subfield 1: Device Type, Group 1: Non-Motor Vehicle Transport Device	Railroad Vehicle or Road Vehicle on Rails	Required
Non-Motorist	NM09	Non-Motorist Device Type	Subfield 1: Device Type, Group 2: Cycles	Bicycle	Required
Non-Motorist	NM09	Non-Motorist Device Type	Subfield 1: Device Type, Group 2: Cycles	Other Cycle	Required
Non-Motorist	NM09	Non-Motorist Device Type	Subfield 1: Device Type, Group 3: Personal Conveyances	Wheelchair or Other Mobility Aid Device	Required
Non-Motorist	NM09	Non-Motorist Device Type	Subfield 1: Device Type, Group 3: Personal Conveyances	Skates	Required
Non-Motorist	NM09	Non-Motorist Device Type	Subfield 1: Device Type, Group 3: Personal Conveyances	Skateboard	Required
Non-Motorist	NM09	Non-Motorist Device Type	Subfield 1: Device Type, Group 3: Personal Conveyances	Self-Balancing Board	Required
Non-Motorist	NM09	Non-Motorist Device Type	Subfield 1: Device Type, Group 3: Personal Conveyances	Scooter (standing or seated)	Required
Non-Motorist	NM09	Non-Motorist Device Type	Subfield 1: Device Type, Group 3: Personal Conveyances	Personal Conveyance, Other	Required
Non-Motorist	NM09	Non-Motorist Device Type	Subfield 1: Device Type, Group 3: Personal Conveyances	Personal Conveyance, Unknown Type	Required
Non-Motorist	NM09	Non-Motorist Device Type	Subfield 2: Device Motorization	Not Motorized	Required
Non-Motorist	NM09	Non-Motorist Device Type	Subfield 2: Device Motorization	Motorized	Required
Non-Motorist	NM09	Non-Motorist Device Type	Subfield 2: Device Motorization	Not Applicable	Required
Non-Motorist	NM09	Non-Motorist Device Type	Subfield 2: Device Motorization	Unknown if Motorized or Not Motorized	Required

MMUCC v.6 GUIDELINES (ex: recommended)

Level	Identifier	Data Element	Subfield or Group	Attribute	SEDC-Required or SEDC-Recommended
Driver	D06	Driver Distraction		Not Distracted	Recommended
Driver	D06	Driver Distraction		Texting or Manually Operating a Mobile Electronic Device	Recommended
Driver	D06	Driver Distraction		Talking or Listening on Hands-Free Mobile Electronic Device	Recommended
Driver	D06	Driver Distraction		Talking or Listening on Handheld Mobile Electronic Device	Recommended
Driver	D06	Driver Distraction		Unknown Use of a Mobile Electronic Device	Recommended
Driver	D06	Driver Distraction		Vehicle-Integrated Device or Controls	Recommended
Driver	D06	Driver Distraction		Passenger(s)	Recommended
Driver	D06	Driver Distraction		Other Inside Vehicle (e.g., eating, smoking)	Recommended
Driver	D06	Driver Distraction		Other Outside Vehicle (e.g., outside person, object, or event)	Recommended
Driver	D06	Driver Distraction		Distracted, Details Unknown	Recommended
Driver	D06	Driver Distraction		No Driver Present or Unknown if Driver Present	Recommended
Driver	D06	Driver Distraction		Unknown if Distracted	Recommended

Person	P19	Alcohol Test	Subfield 1.Test Status	Test Not Given	Recommended
Person	P19	Alcohol Test	Subfield 1.Test Status	Test Given	Recommended
Person	P19	Alcohol Test	Subfield 1.Test Status	Unknown if Tested	Recommended
Person	P19	Alcohol Test	Subfield 2.Specimen Type	Test Not Given	Recommended
Person	P19	Alcohol Test	Subfield 2.Specimen Type	Blood	Recommended
Person	P19	Alcohol Test	Subfield 2.Specimen Type	Preliminary Breath Test (PBT)	Recommended
Person	P19	Alcohol Test	Subfield 2.Specimen Type	Evidential Breath	Recommended
Person	P19	Alcohol Test	Subfield 2.Specimen Type	Urine	Recommended
Person	P19	Alcohol Test	Subfield 2.Specimen Type	Other Specimen	Recommended
Person	P19	Alcohol Test	Subfield 2.Specimen Type	Unknown Specimen	Recommended
Person	P19	Alcohol Test	Subfield 2.Specimen Type	Unknown if Tested	Recommended
Person	P19	Alcohol Test	Subfield 3.Test Result	Test Not Given	Recommended
Person	P19	Alcohol Test	Subfield 3.Test Result	Actual Value	Recommended
Person	P19	Alcohol Test	Subfield 3.Test Result	Alcohol Test Performed, Results Unknown	Recommended
Person	P19	Alcohol Test	Subfield 3.Test Result	Positive Reading With No Actual Value	Recommended
Person	P19	Alcohol Test	Subfield 3.Test Result	Negative Reading With No Actual Value	Recommended
Person	P19	Alcohol Test	Subfield 3.Test Result	Unknown if Tested	Recommended

MMUCC v.6 GUIDELINES (ex: Non-required/recommended)

Level	Identifier	Data Element	Subfield or Group	Attribute	SEDC-Required or SEDC-Recommended
Person	P08	Transported to First Medical Facility by		Not Transported for Treatment	
Person	P08	Transported to First Medical Facility by		EMS Air	
Person	P08	Transported to First Medical Facility by		EMS Ground	
Person	P08	Transported to First Medical Facility by		EMS, Unknown if Air or Ground	
Person	P08	Transported to First Medical Facility by		Law Enforcement	
Person	P08	Transported to First Medical Facility by		Transported, Unknown Type	
Person	P08	Transported to First Medical Facility by		Other	
Person	P08	Transported to First Medical Facility By		Unknown	
Person	P09	EMS Response Agency	Subfield 1.EMS Response Agency Identifier	Not Treated	
Person	P09	EMS Response Agency	Subfield 1.EMS Response Agency Identifier	EMS Response Agency Identifier	
Person	P09	EMS Response Agency	Subfield 1.EMS Response Agency Identifier	Unknown	
Person	P09	EMS Response Agency	Subfield 2.EMS Response Run Number	Not Treated	
Person	P09	EMS Response Agency	Subfield 2.EMS Response Run Number	EMS Response Run Number	
Person	P09	EMS Response Agency	Subfield 2.EMS Response Run Number	Unknown	
Person	P10	Medical Facility Receiving Patient		Not Transported	
Person	P10	Medical Facility Receiving Patient		Name of Medical Facility Receiving Patient	
Person	P10	Medical Facility Receiving Patient		Unknown	
Person	P11	EMS UUID		Universally Unique Identifier(s) (UUID)	

EMS Element	MMUCC Uniformity Alignment (%)
P8.Transported to First Medical Facility by	37.5%
P9.EMS Response Agency	33.33%
P10.Medical Facility Receiving Patient	66.67%
P11.EMS UUID	0%

P8. Transported to First Medical Facility by

Uniformity Alignment : **37.5%**

FL Crash Report

SOURCE OF TRANSPORT TO MEDICAL FACILITY	
1 Not Transported	
2 EMS 3 Law Enforcement	
77 Other, Explain in Narrative 88 Unknown	

Attribute	NHTSA Recommendations
00.Not Transported for Treatment	Mapped to FL E:Source of Transport to Medical Facility [A]01. Not Transported
01.EMS Air	Unable to map. State's concept does not exactly match MMUCC, no attribute defn in State documentation. Revise FL E:Source of Transport to Medical Facility & + [A]
02.EMS Ground	Same as above. Revise FL E:Source of Transport to Medical Facility & + [A]
03.EMS, Unknown if Air or Ground	Same as above. Revise FL E:Source of Transport to Medical Facility & + [A]
04.Law Enforcement	Mapped to FL E:Source of Transport to Medical Facility [A]03. Law Enforcement
05.Transported, Unknown Type	[A] not collected under FL E:Source of Transport to Medical Facility; Revise this element & +[A} and dfn
06.Other	Unable to map to FL [A]77 Other, Explain in Narrative. + [A]
07.Unknown	Mapped to FL E:Source of Transport to Medical Facility [A]88: Unknown

SEDC Working Group (SMEs)

- TRCC
 - Members representing all TR systems
 - Data users, managers, and collectors
- FDOT Law Enforcement Liaisons
 - Law enforcement background and serve as coalition members
- Key Coalition Members
 - Data users, engineers, law enforcement
- Fatality Analysis Reporting System (FARS) Team

SEDC Working Group Tasks

FLHSMV/Vendor Tasks

- Create revised PDF version of new CR (color code required and recommended elements)
- Expand MMUCC 6th Edition spreadsheet to assist SMEs to navigate NEW elements/attributes, Crash Manual, Data Dictionary
- Coordinate virtual meetings SMEs

Working Group Tasks

- Review new MMUCC element/attribute definitions and implementation suggestions
- Advise of any known discrepancies our current CR has and identify if new elements will resolve discrepancies
- Identify Florida Statute that will impact the new element/attribute
- Provide justification to modify or not collect MMUCC recommendation

Coalition SMEs

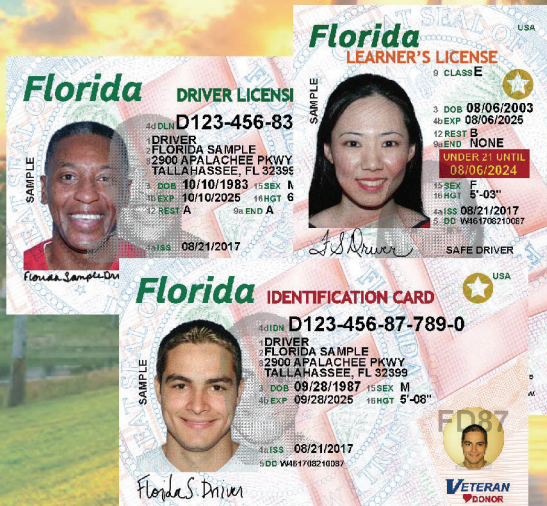
SMEs	Coalition / Field	Title	Organization
Dr. Chanyoung Lee	Motorcycle & Impaired Driving Coalitions	Data Analyst	University of South Florida
Joel Proven	Motorcycle Coalition	Engineer	n/a
Shieda Castillo	Teen Safety Coalition	Community Safety Traffic Specialist	FDOT
Kristie Shaw	Impaired Driving Coalition	Senior Crime Laboratory Analyst (toxicology)	FDLE
Greg Slay	Transportation Planning	Executive Director	Capital Region Transportation Planning Agency (MPO)
John Kostrzewa	Transportation Planning	Assistance Director	Capital Region Transportation Planning Agency (MPO)
Nathan Kautz	Bike / Ped Coalition	Transportation Engineering	Kittleson & Associates, Inc.

TRCC SME Involvement Request

TRCC Members	TR Data System
Brenda Clotfelter	EMS - NEMSIS
Louis Domingez	EMS - NEMSIS
Amy Pontillo-Cochran	Crash & Citation - TraCS
Seth Bartee	Crash & Citation - TraCS
Zoe Williams	Crash & Citation (driver/vehicle) - Elvis
Margaret Edwards	Crash & Citation (driver/vehicle) - Elvis
Dr. Ilir Bejleri	Crash, Roadway & Citation – S4/Geo/Diagram Tool
Ben Jacobs	Crash & Roadway
Dr. Rupert Giroux	Crash & Roadway
Tim Roberts	Florida Law Enforcement Liaison

Project Performance Measures

Phase	Performance Measure
Phase I – MMUCC alignment	Create new MMUCC v.6 crash report control document by Dec. 2025.
Phase II –MMUCC alignment	Increase the current MMUCC alignment uniformity score from 45.22% to 90% or higher.
Phase III – IEPD	Complete NHTSA transfer and IEPD testing by Dec. 2027.
Phase IV – Deploy	CRSCAN modernization is deployed by Dec. 2028.
Phase V – Quality Assurance; Training and Support	Transmit MMUCC v.6 Elements to NHTSA by Dec. 2029.
	Perform statewide trainings to LEA and e-crash vendors. Measured by number of contacts/attendees per training session.
	Data quality measure- percentage of crash records with no errors in critical data elements.



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Questions?

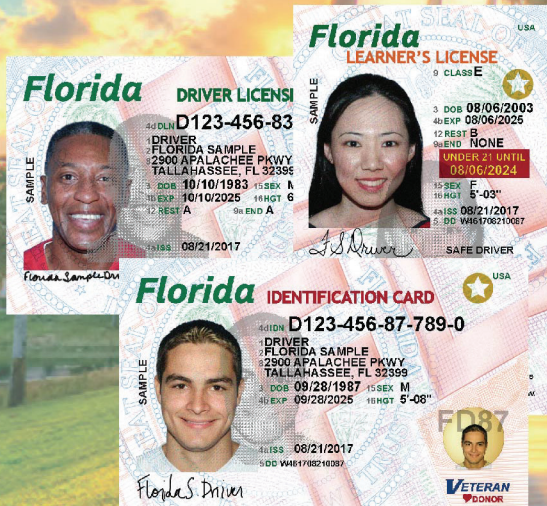


SUBGRANT PROJECT UPDATES



CRASH AND UNIFORM TRAFFIC CITATION (UTC) DATA IMPROVEMENT

Florida Department of Highway Safety and Motor Vehicles



FFY 2025 Crash & UTC Data Improvement Grant Melissa Gonzalez, Operations & Management Consultant Manager

Objective 1- Crash

Create a work plan to improve the accessibility of the Accuracy, Completeness, and Timeliness (ACT) Report.

Status:

- Created Mockups of the new SQL tables that would be utilized to populate scores of the ACT report.
- Created a Mockup of the new SQL Server Reporting Services (SSRS) version of the ACT (in excel or PDF)
- Researched into getting the current ACT Dashboard working. This involved rewriting the process and data flows that cleaned the data and populated the data into Tableau.
- Documented the Query used to calculate the various performance measures by LEA.

Objective 2- Crash

Implement
enhancements to the
ACT Report to
improve
accessibility

Status:

- OPM and ISA guidance: business analyst (BA) needed to document current and future ACT Report requirements
- RFQ for BA posted on 11/25/24 and closed 12/18/24
- Start date for BA was 3/17/25
- Database access in progress to document backend structure (tables, system and data process flows, etc.) and user application functions
- Due to time constraints and complexity, development will need to occur after grant cycle

Objective 3- Crash

Expand the ACT reports to include vehicle and driver accuracy and completeness measures

Status Update:

- BA will research and document the FCIC Interface process and operations which is managed and maintained by FDLE & FLHSMV
- BA will identify the data tables the FCIC interface is passing to the e-crash software for driver and vehicle elements

UTC Objective

State-to-State (S2S) Verification Service

The S2S Verification Service is a means for states to electronically communicate.

S2S satisfies these key business requirements:

- limits a person to one Driving Record
- enables a state to determine whether a person holds a Driving Record in another state
- enables a state to send a request to another state to surrender or invalidate a DL/ID
- limits a person to one REAL ID credential (either a DL or an ID) by enabling a state to determine whether a person holds a REAL ID credential in another state

Objective 4- UTC

Identify and resolve duplicate credentials to improve uniformity of driver history data.

Status Update:

of resolved duplicates in Q1 & Q2:

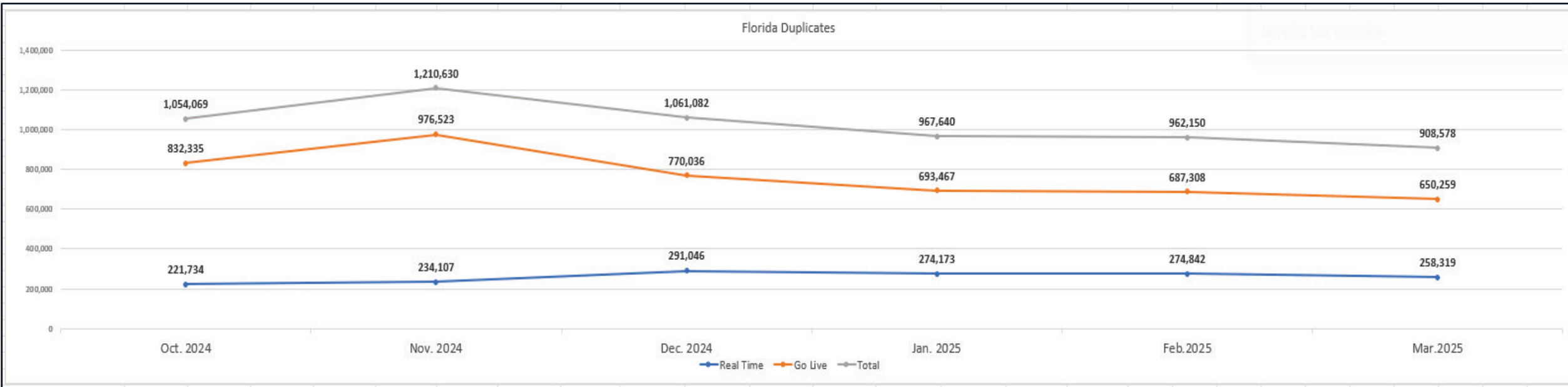
- | | |
|-------------------|---------------------|
| - Oct 2024: 9,021 | - Jan 2025: 6,138 |
| - Nov 2024: 6,600 | - Feb 2025: 3,767 |
| - Dec 2024: 6,833 | - March 2025: 3,982 |

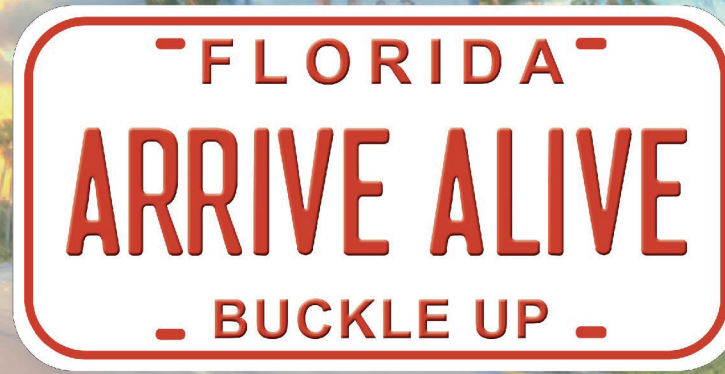
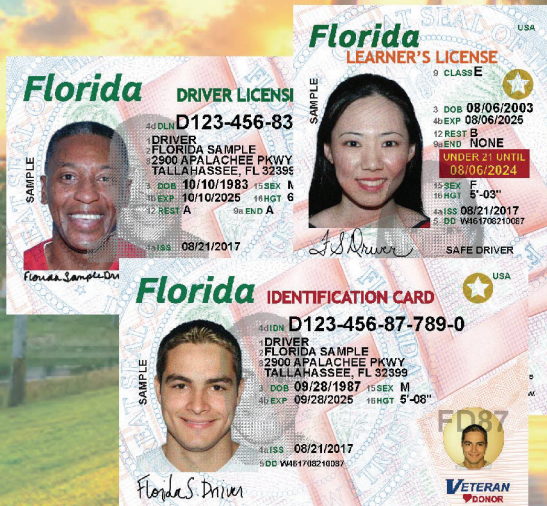
Total = 36,341

Duplicates are:

- Identified at the time of an original issuance of a FL credential or
- Due to an existing “active or already issued” credential from another state identified when a state onboards to S2S.

Duplicate Statistics: October 2024- March 2025





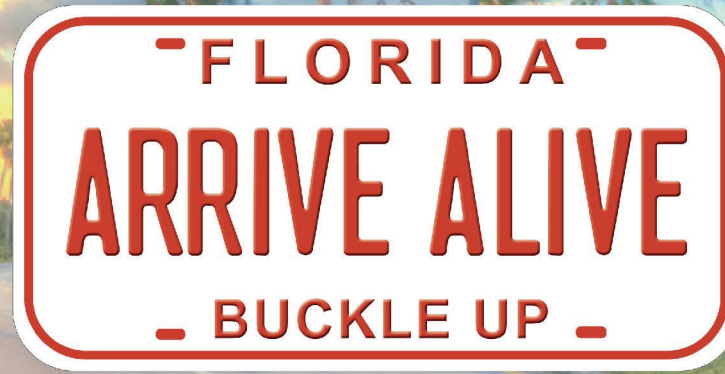
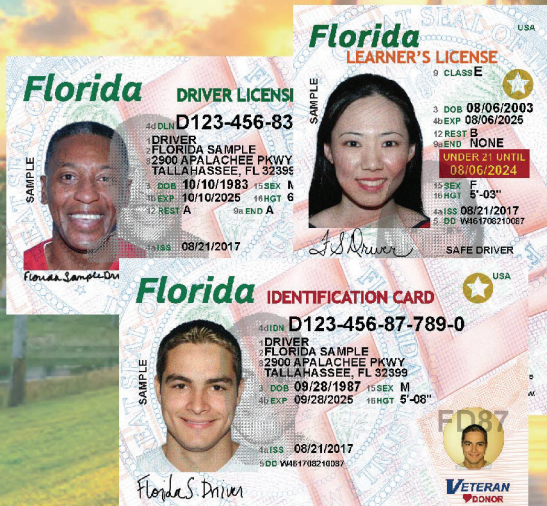
FFY 2025 Crash & UTC Data Improvement Grant





DRIVER AND VEHICLE DATA QUALITY IMPROVEMENT

Florida Department of Highway Safety and Motor Vehicles



FLHSMV
FLORIDA HIGHWAY SAFETY AND MOTOR VEHICLES



FFY 2025 Driver and Vehicle Data Quality Improvement Grant

Grant Objectives



Create a project plan to implement project goals for the driver and vehicle data systems.



Develop performance measure(s), including baseline measurements, and establish numeric goals to evaluate performance for the:

- Driver records system
- Vehicle records system



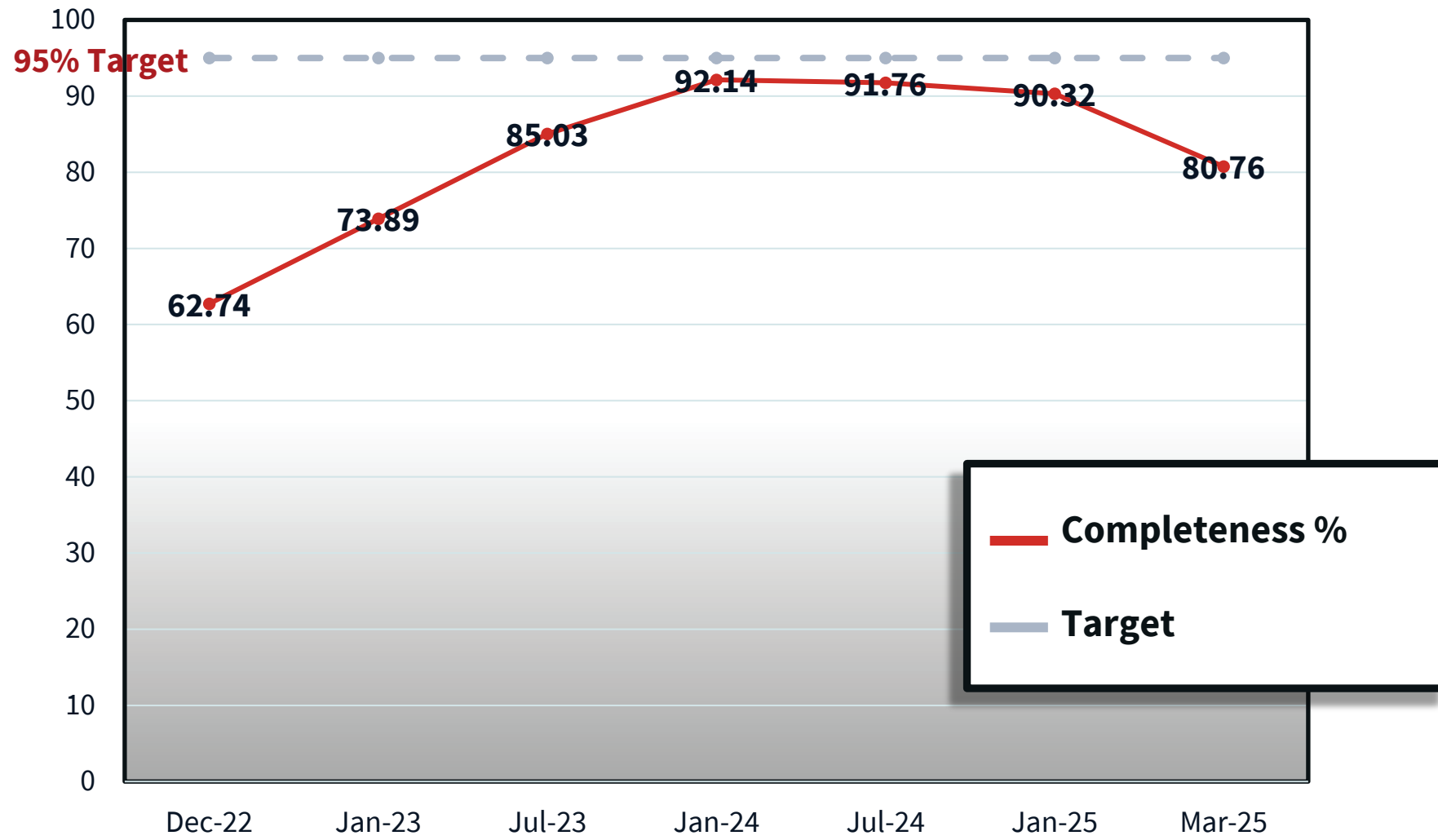
Identify recommendations for ongoing monitoring and evaluation of data quality for the driver and vehicle systems.

Driver Data

Out of State (OOS) Driver History Record (DHR) transfer

- A complete and timely DHR is essential for proper enforcement
- S2S DHR completeness never exceeds 95% - Why?
- When a driver from a state that uses State to State surrenders a DL to FL, a change state of record (CSOR) is systematically initiated. If the CSOR is not initiated, the FLHSMV State to State (S2S) team manually adds it
- The CSOR initiates a request for the DHR
 - **Status:** Review CSOR data at the granular level

DHR Completeness



Vehicle Data

AAMVA D20 Vehicle Data Uniformity

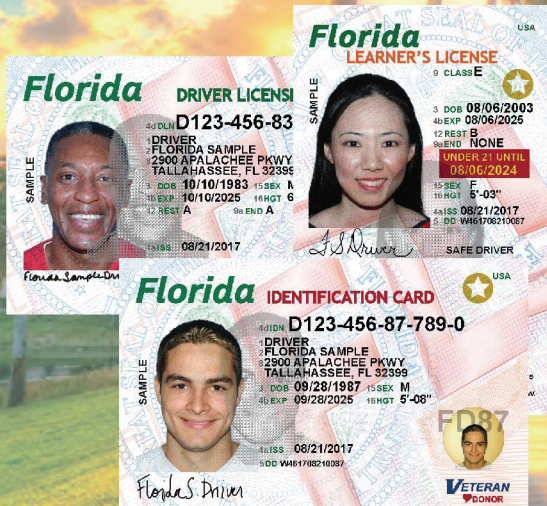
Provides standard terminology and coding instructions

- **Uniformity** – Percent of AAMVA D20 Vehicle Data Elements present in FLHSMV Driver Data system
 - **Status:** Continue transcribing and mapping elements

Motorcycle Registration Accuracy

Validating MV body type recorded against VINtelligence

- **Accuracy** – Using VINtelligence to validate vehicle data on motorcycle registrations
 - **Status:** Exploring, gathering information from the program (body types, MV Procedures, FL Statutes, etc.)



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Questions?



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

Florida Department of Health

Department of Health

Traffic Records Coordinating Council Project Update

EMS Field Data Collection

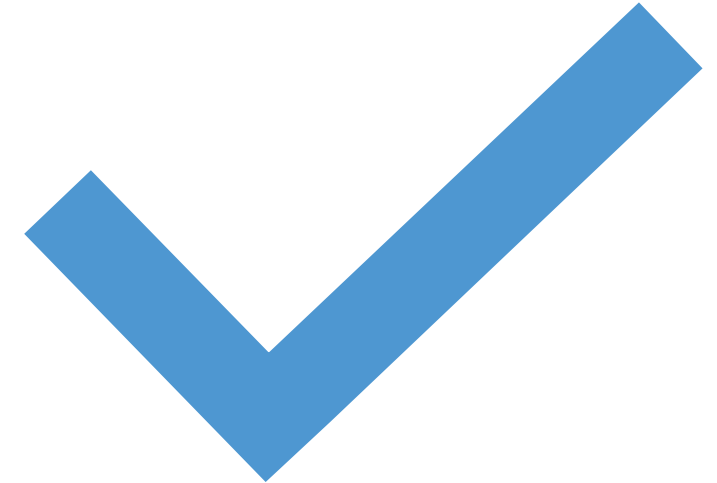


April 4, 2025



FY 24/25

Review of Grant Objectives & Status



Luis Dominguez
Project Director

Brenda Clotfelter
Project Manager

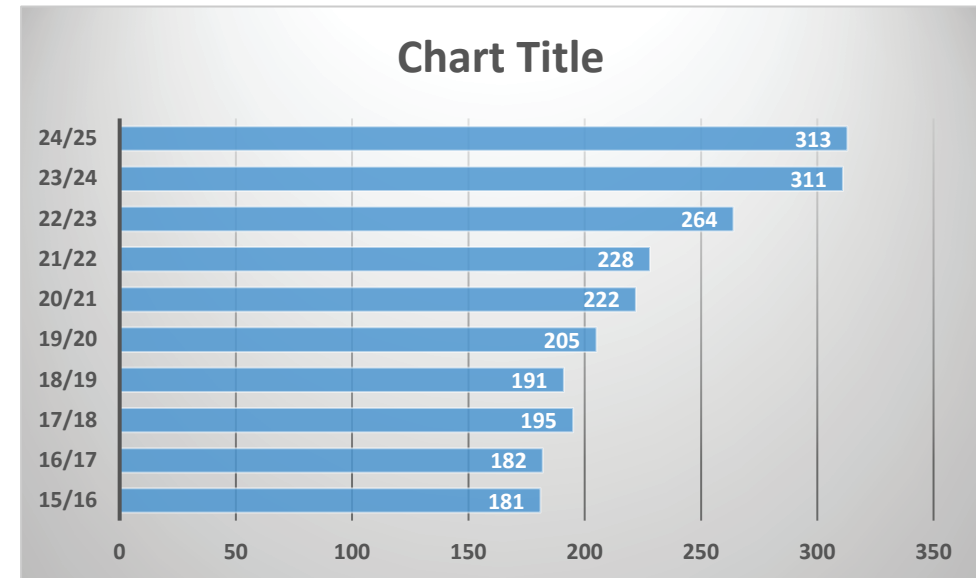
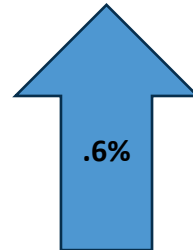
FY 24/25 Objectives



Completeness

Increase % of EMS agencies submitting to state incident level repository to 99% by September 30, 2025

89.6%



337 Total Licensed Agencies
302 Agencies in EMSTAR –
additional 10 subagencies
1 Pending
35 Aggregate

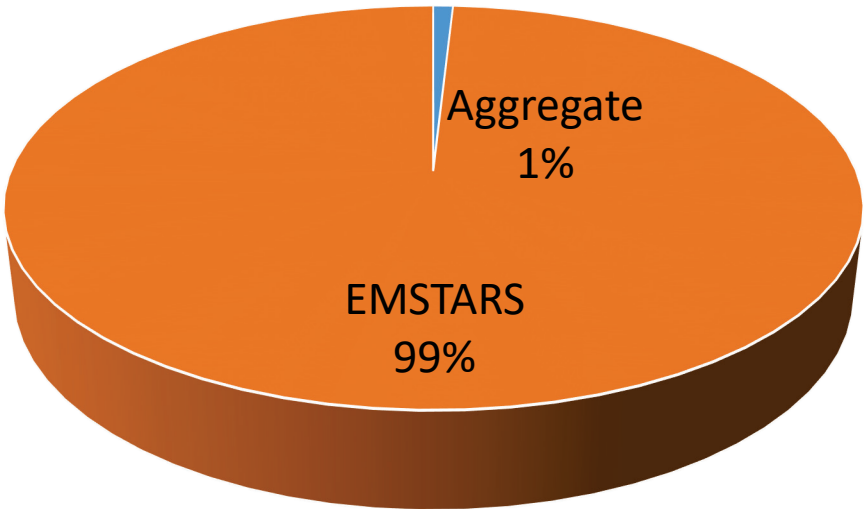
FY 24/25 Objectives



Completeness

Increase % of EMS emergency run reports submissions to the state repository to 100% by September 30, 2025.

99%

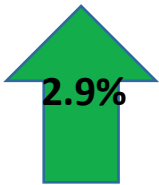


	2023	2024	2025(Partial Q1)
EMSTARS/biospatial	4993807	5125217	1167755
Aggregate	116227	78991	0
Totals	5110034	5204208	1167755
%EMSTARS	97.73%	98.58%	100.00%

FY 24/25 Objectives

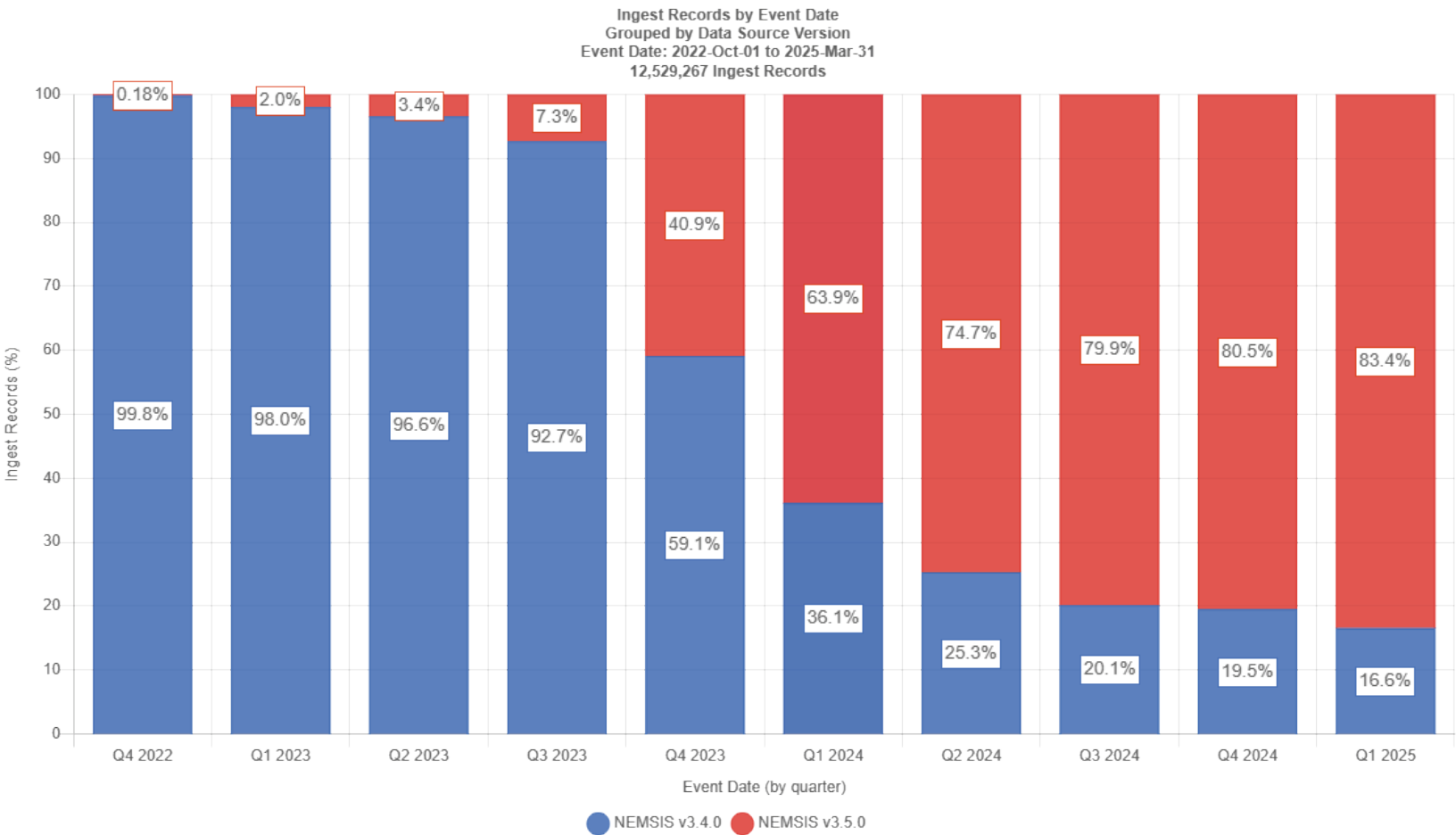


Uniformity
Increase % of EMS
emergency run
reports submitted in
compliance with
NEMSIS Version 3.5
to 100% by
September 30, 2025



2.9%

83.4





V3.5 Implementation

Vendor

State of Readiness

**12 vendors validated to
submit V3.5
(up by 1)**

Vendor	Validated
AngelTrack LLC	Mockingbird
Beyond Lucid Technologies, Inc.	MedView
Digitech Computer LLC	TripTix
Documed	Emergency Pro
Emergency Networking LLC	Encharge
EPR Systems	Fireworks
ESO Solutions	ESO EHR
First Due	First Due
ImageTrend, Inc.	Elite
Saffire Software	MetroPCR
Traumasoft LLC	Traumasoft
Zoll	emsCharts & RescueNet

FY 24/25 Objectives



Uniformity/Accuracy

Publish an update to the Florida Data Dictionary with business rules for NEMESIS 3.5.1 by September 30, 2025.

- ✓ **Completed Monthly updates to State Data Set – October and March**
- ✓ **Completed Quarterly Business Rules Review**
- ✓ **Completed Business Rule Schematron Update – October and March**
- ✓ **Completed review of new V3.5.1 elements – December – *Delayed by NEMESIS***
- ✓ **Completed review/impact of implementation of Presidential Executive Orders**
- ✓ **Continued review of NEMESIS/MIH elements**
- ✓ **Remaining V3.5.1 changes under review – Revised target 12/25**

FY 24/25 Objectives



Completeness

Participate in NEMSIS Technical Advisory Conference and NASEMSO annual meetings to finalize the implementation strategy.

- ✓ **Participated in NEMSIS Technical advisory calls – biweekly**
- ✓ **Participated in NASEMSO calls – monthly or as scheduled**

Conduct four EMS Advisory Council Data Committee worksessions to continue maintaining Florida data standards, business rules and implementation best practices consistent with NEMSIS.

- ✓ **EMSAC Data Committee**
 - 10/29/24 – completed**
 - 12/12/24 – completed**
 - 01/08/25 – completed**
 - 04/18/25 - scheduled**
 - 06/11/25 - scheduled**

FY 24/25 OBJECTIVES



Accuracy

Monitor and report (quarterly) on a minimum of three data quality measures in addition to the NEMESIS data quality measures by September 30, 2025 (Measure data quality around 3 state Clinical performance measures).

Overall NEMESIS Data Quality

90%

- *Patient Information* 97% +1
- *Cardiac Arrest* 89%
- *Valid System Times* 98%
- *Injury Information* **78%**
- *Clinical Times Recorded* **78%** -2
- *Other incident Information* 97% +1

FY 24/25 OBJECTIVES

EMS Clinical Performance Measures

Accuracy

Monitor and report (quarterly) on a minimum of three data quality measures in addition to the NEMSIS data quality measures by September 30, 2025 (Measure data quality around 3 state Clinical performance measures).

EMS Performance Help Page

Performance Measures

[National EMS Quality Alliance Measures](#)

[NEMSQA Feasible, Actionable, Impactful, Relevant \(F.A.I.R.\) EMS Measures](#)

[Paul Coverdell National Acute Stroke Program Quality Performance Measures](#)

[American Heart Association Mission: Lifeline EMS Recognition Measures](#)

[California EMS System Core Quality Measures](#)

[Florida Strategic Performance Measures](#)

[New York State DOH Standard 2019 DQS Measures](#)

[Motor Vehicle Crash Measures](#)

[Suspected Cardiac Chest Pain and STEMI Measures](#)

[Severe Trauma Measures](#)

[Traumatic Brain Injury \(TBI\) Measures](#)

[Other Community-Provided Measures](#)

[Patient Outcome Measures](#)

Clinical measures review apart of Regional Coordinators Site Visits

Strategic Plan Objective, Measure, and Quarterly Results

Objective_Brief 🔍 Measure 🔍		Year 🔍 Quarter 🔍		2023				2024			
		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4		
Objective 1.1.E - Aspirin Administration for STEMI	FAIR Cardiac-12	61.89%	60.33%	63.62%	61.01%	65.56%	67.99%	68.51%	70.17%		
Objective 1.1.F: Bystander CPR for Non-traumatic arrest	Non-traumatic Cardiac Arrest Bystander CPR	31.58%	30.24%	28.16%	16.87%	8.29%	6.64%	4.85%	4.64%		
Objective 1.1.G - ROSC on ED Arrival for Non-traumatic arrest	Non-traumatic Cardiac Arrest ROSC	23.97%	24.05%	22.85%	23.07%	23.91%	24.94%	24.64%	24.06%		
Objective 1.1.H - SEPSIS Pre-arrival alerts	FAIR Sepsis-01	43.00%	43.87%	45.80%	51.25%	58.00%	60.83%	63.90%	63.16%		
Objective 1.1.I - EtCO2 Documented for SEPSIS Alerts	FAIR Sepsis-08	79.77%	78.92%	78.79%	79.93%	80.35%	81.04%	81.78%	82.32%		
Objective 1.1.J - SpO2 documentation for intubated patients	FAIR Airway-10	12.02%	12.60%	12.52%	13.14%	12.94%	14.91%	14.31%	14.03%		
Objective 1.1.K - EtCO2 documented for advanced airway placement	FAIR Airway-07 Advanced	82.59%	82.14%	82.28%	82.43%	84.53%	85.86%	86.25%	85.81%		
Objective 1.1.L - Resuscitation before intubation	FAIR Airway-19	2.49%	3.97%	3.69%	3.08%	4.32%	5.46%	4.05%	5.69%		
Objective 1.2.A - 12 Lead in < 10 minutes of EMS Contact	AHA Mission: Lifeline EMS PLUS	78.55%	80.24%	79.07%	78.71%	78.44%	79.22%	79.58%	78.22%		
Objective 1.2.B - STEMI Scene Time < 15 minutes	STEMI On-scene Time 15 (FL)	55.07%	55.10%	57.06%	53.12%	53.00%	53.36%	55.06%	55.80%		
Objective 1.2.C - Stroke Alert Scene Time < 15 minutes	Stroke On-scene Time 15 (FL)	61.40%	62.03%	59.97%	60.09%	59.58%	59.55%	59.37%	59.11%		
Objective 1.2.D - Trauma Alert Scene Time < 10 minutes	Trauma On-scene Time 10 (FL)	35.31%	34.67%	32.68%	31.18%	32.44%	33.14%	32.60%	31.73%		
Objective 1.2.F - Trauma Alert Total Time < 60 minutes (Ground only)	Trauma Time from Unit Notified to Arrival Dest.	90.12%	90.16%	89.36%	89.48%	89.07%	89.30%	89.58%	90.24%		

- 1) Green at least at 80% of target;
- 2) Red Under 30% of target;
- 3) everything in between orange.

EMSTARS Strategic Plan Measures Latest Quarter



EMS Strategic Measures Work in Progress Dashboard

EMS Clinical Performance Measures

Coverdell Data Quality

Percentage of suspected-stroke transports with a blood glucose checked and recorded

Year & Quarter

County

Agency Num-EmsAgencyNum...

Business Rule

Total Result

6,904

Total Calls

48,338

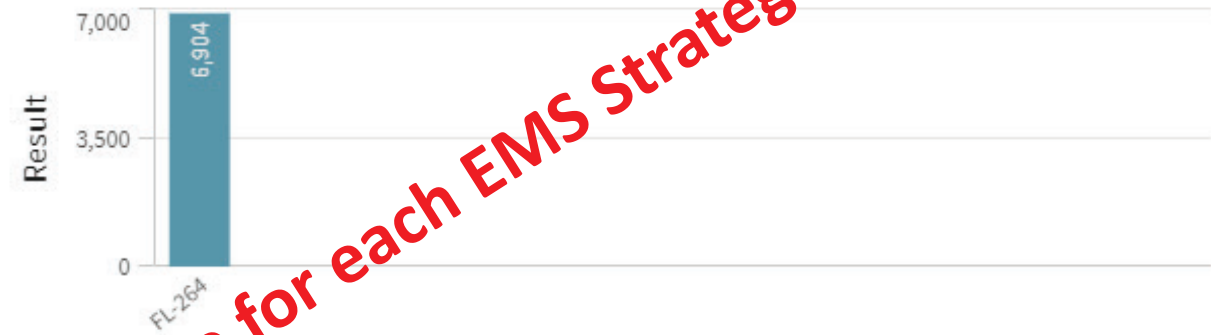
Total Result

667

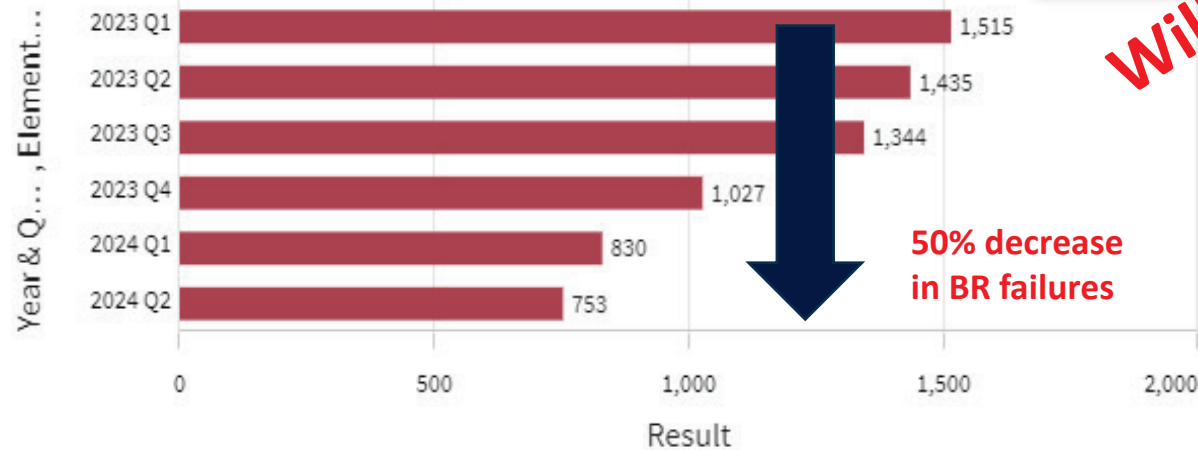
Result by Element



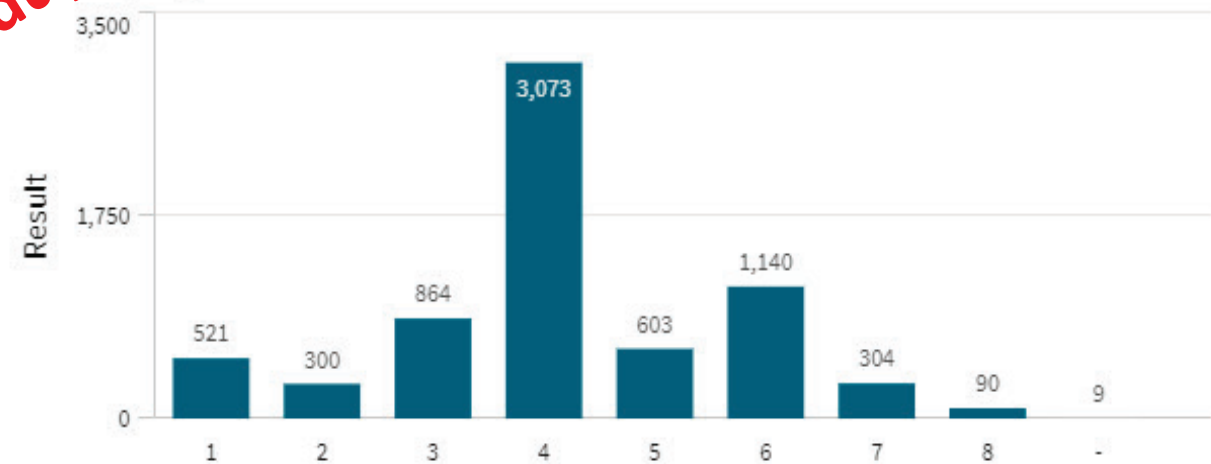
Result by Business Rule



Result by Year-Quarter & Element



Result by Region



Will duplicate for each EMS Strategic Measure

FY 24/25 OBJECTIVES



DATA QUALITY SCORE

Data Quality Scores provided Monthly to Regional Coordinators for review with Agencies

Completeness

Timeliness

Accuracy

Relevancy

DATA QUALITY METRICS

Each quality metric has its own measures to calculate the metric score.

All metric scores are used to calculate the overall Data Quality Score

FY 24/25 OBJECTIVES

DATA QUALITY
SCORE

Dashboard

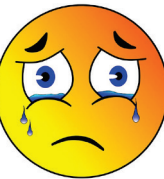
COMPLETENESS

TIMELINESS

TIMELINESS

ACCURACY

Data Quality Scores provided Monthly to Regional Coordinators for review with Agencies as needed



DATA QUALITY SCORE



RELEVANCY

Business Rule Adherence

- Similar to the Accuracy but focuses on measuring accuracy of elements within the selected operational or clinical performance measures

WIP - To be implemented for all Strategic Measures



FY 24/25 OBJECTIVES

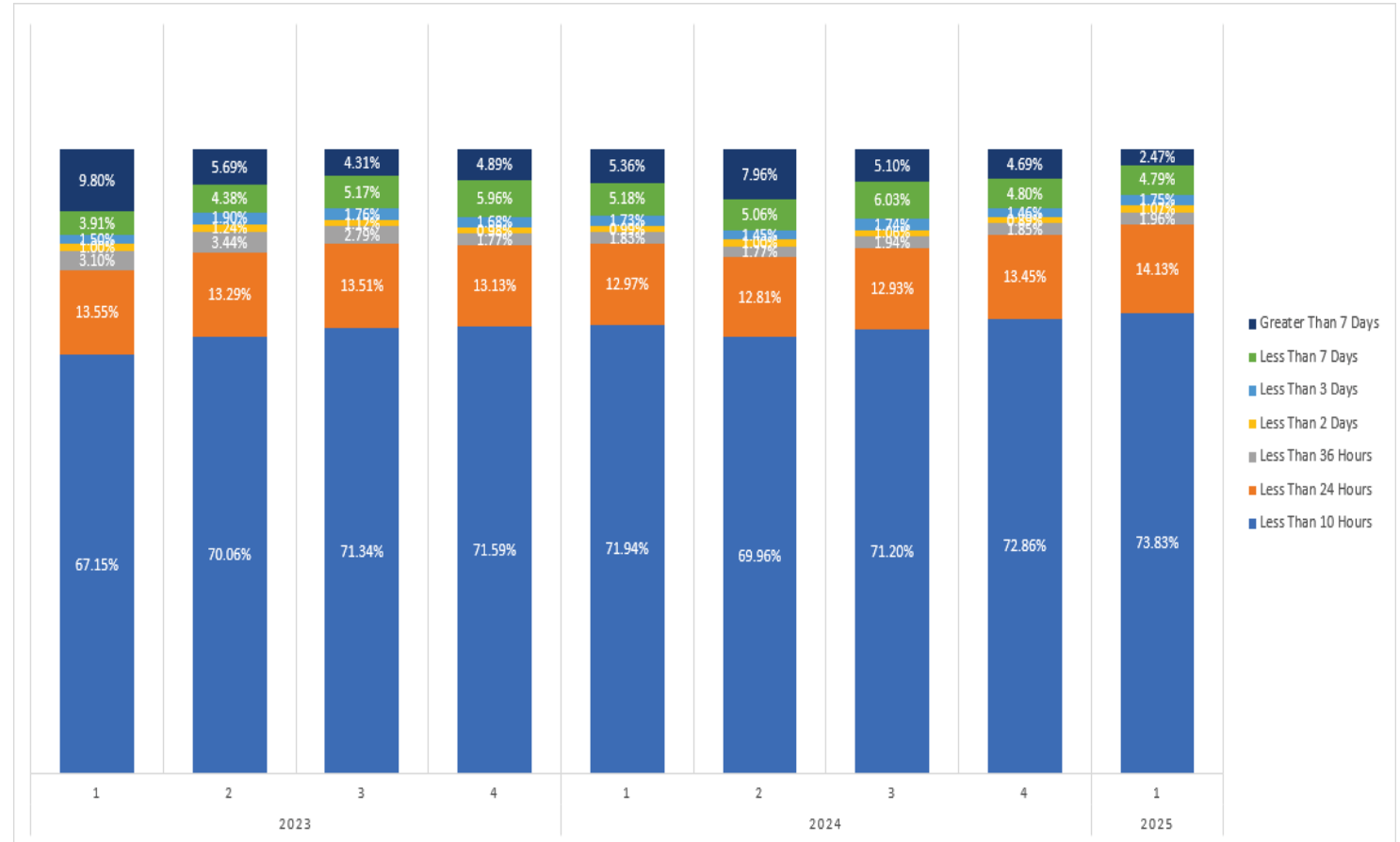


Timeliness

**Increase % of V3 EMS
emergency run
reports received
within 10 hours of the
run to 97% by
September 30, 2025**

74%
.98% increase 

88% within 24Hr

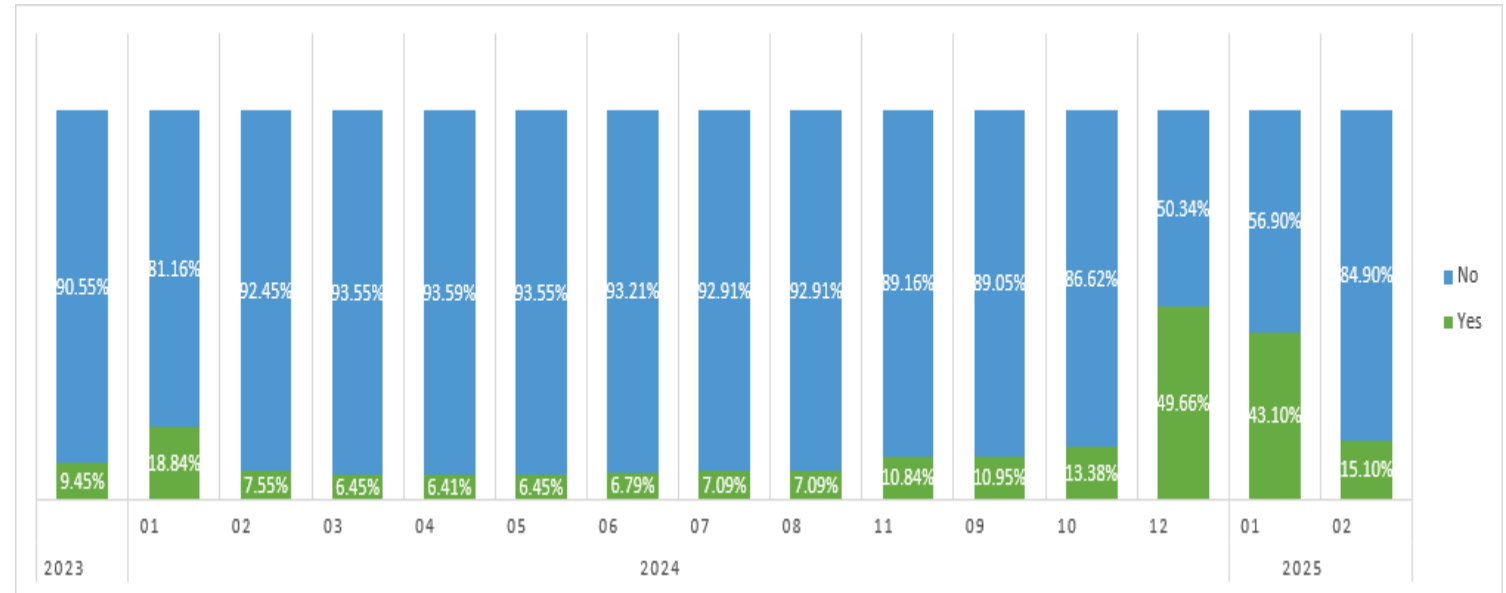


FY 24/25 Objectives



Timeliness

Increase % of agency Demographic records resubmissions received every 30 days to 60% by September 30, 2025



Dec. 36%

Jan. 28%

Feb. 2%



- ✓ Baseline – **8.92%** as of 8/23
- ✓ Monitoring/Reporting on measurements – Move to 3.5 -10/23
- ✓ New submission policy 10/23

FY 24/25 Objectives



Current integrations within Biospatial

Integration

Link two additional data sources to the EMS state repository by September 30, 2025.



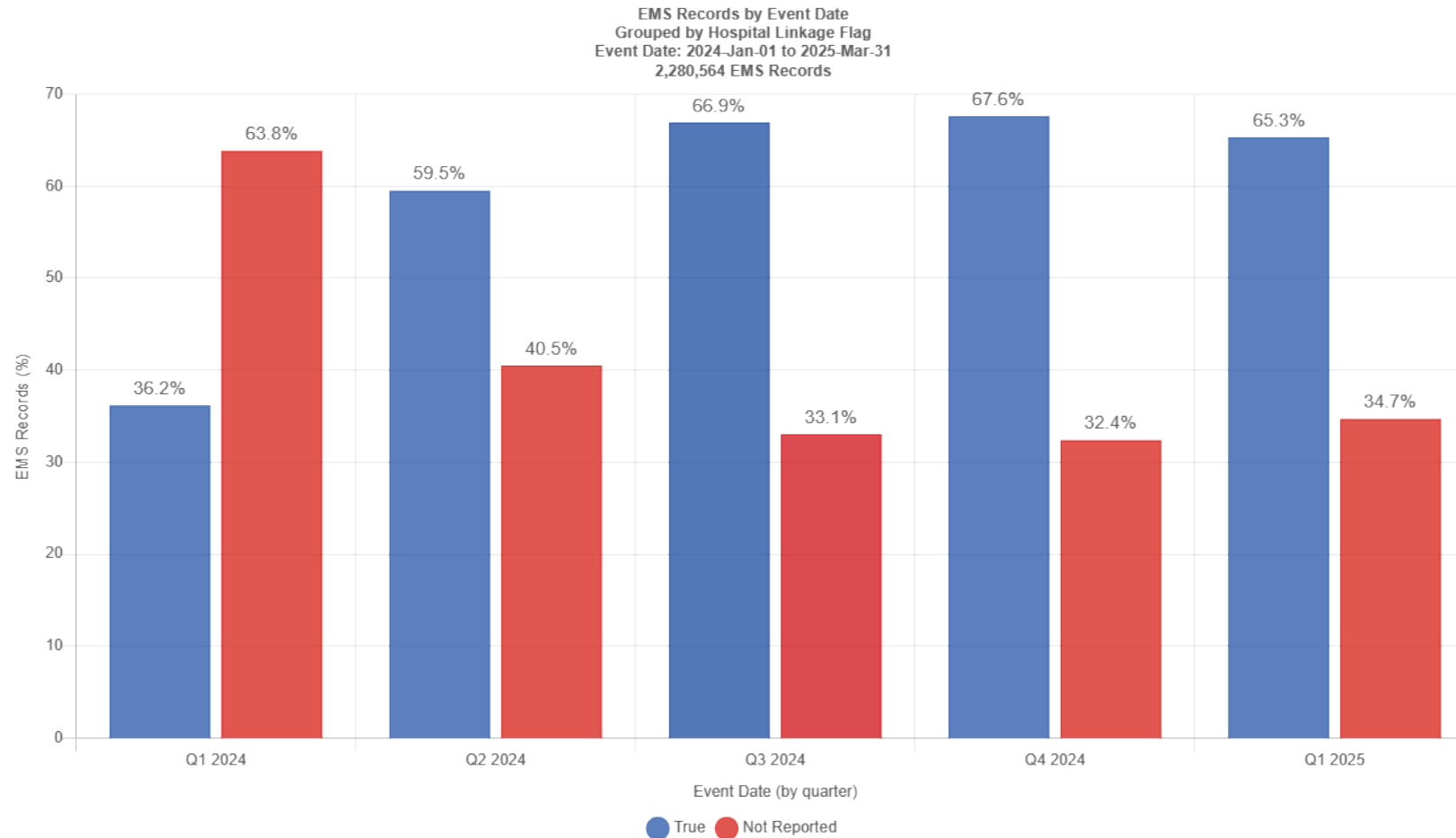
- Health Information Exchange
- Crash Records – *automated feed TBD – waiting for MOU approval*
- ESSENSE Integration
- Trauma Data (no formal linkage)
- Florida Stroke Registry in progress
 - ✓ Requirements – complete
 - ✓ Implementation – 10/23
 - ✓ Data Use Agreement executed
 - ✓ Export configuration completed
- Cardiac Registry (CARES) – April 2025



Florida HIE Linkage – 65%



Integration



FY 25/26 Concept – Goals/Objectives

1. Increase percentage of EMS agencies submitting to the state incident level repository to 100% by September 30, 2026 (currently at 89% as of February 1, 2025).
2. Increase percentage of EMS emergency run report submissions to the state repository to 100% by September 30, 2026 (currently at 99% as of February 1, 2025).
3. Increase percentage of EMS emergency run reports submitted in compliance with NEMSIS V3.5 to 100% by September 30, 2026 (currently at 80.6% as of February 1, 2025).
4. Publish an update to the Florida Data Dictionary consistent with minor release NEMSIS V3.5.1 by September 30, 2026.
5. Participate in the NEMSIS Technical Advisory Conference and NASEMSO annual meetings to finalize the implementation strategy for national standards revisions.
6. Conduct three EMS Advisory Council Data Committee work sessions to continue maintaining Florida data standards, business rules, and implementation best practices consistent with NEMSIS.
7. Monitor and report (quarterly) on a minimum of three data quality measures in addition to the NEMSIS data quality measures by September 30, 2026. (Measure data quality around three state clinical performance measures).
8. Increase % of V3 EMS emergency run reports received within 10 hours of the run to 96% by September 30, 2026 (currently at 75% as of February 1, 2025).
9. Increase percentage of agency demographic record resubmissions received every 30 days to 50% by September 30, 2026 (currently at 13% as of February 1, 2025).
10. Link two additional data sources to the EMS state repository by September 30, 2026 (currently at 3 as of February 1, 2025).

FY 25/26 Concept

Concept Budget

Contractual Services		\$511,565
Project Manager	\$114,785	
Technical Business Analyst	\$133,280	
Data Modeler/Data Migration	\$144,500	
Specialist		
Business intelligence	\$119,000	
Analyst/Developer		
Expenses		\$178,464
Travel	\$ 18,200	
Repository Change Orders	\$150,000	
Laptops	\$ 10,264	
TOTAL		\$690,029

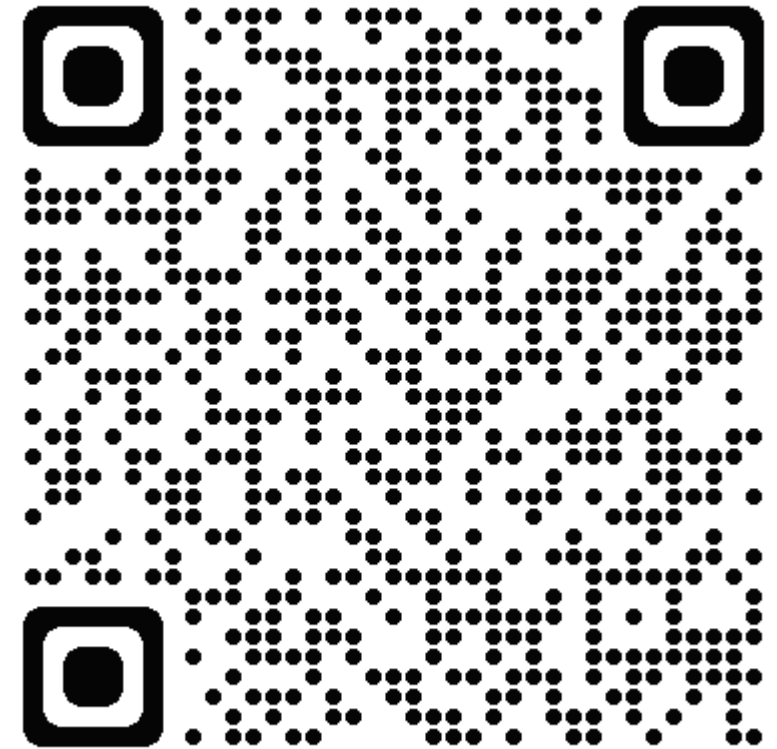
EMS Field Data Collection



We appreciate your continued support.



Brenda Clotfelter
Data Unit / Bureau of
Emergency Medical Oversight
727-424-4530
Brenda.clotfelter@flhealth.gov



www.floridaemstars.com



TRAFFIC AND CRIMINAL SOFTWARE (TRACS) SUPPORT & ENHANCEMENT, AND TRAINING

Florida State University

Traffic and Criminal Software (TraCS)

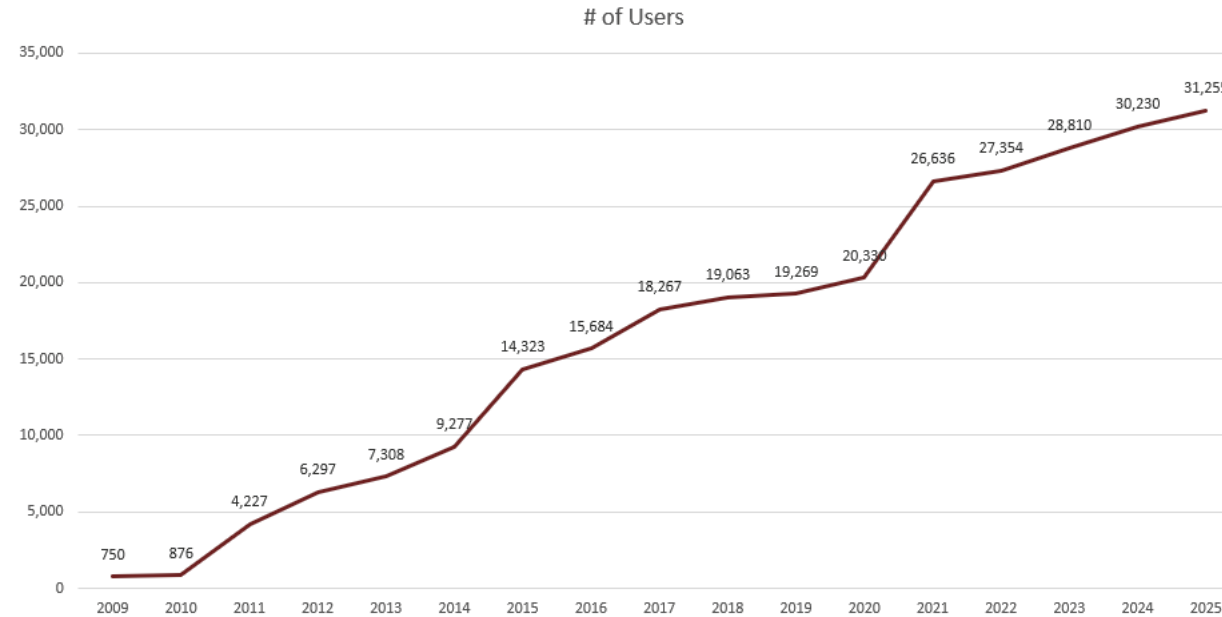
April 4, 2025



FAMU-FSU
Engineering

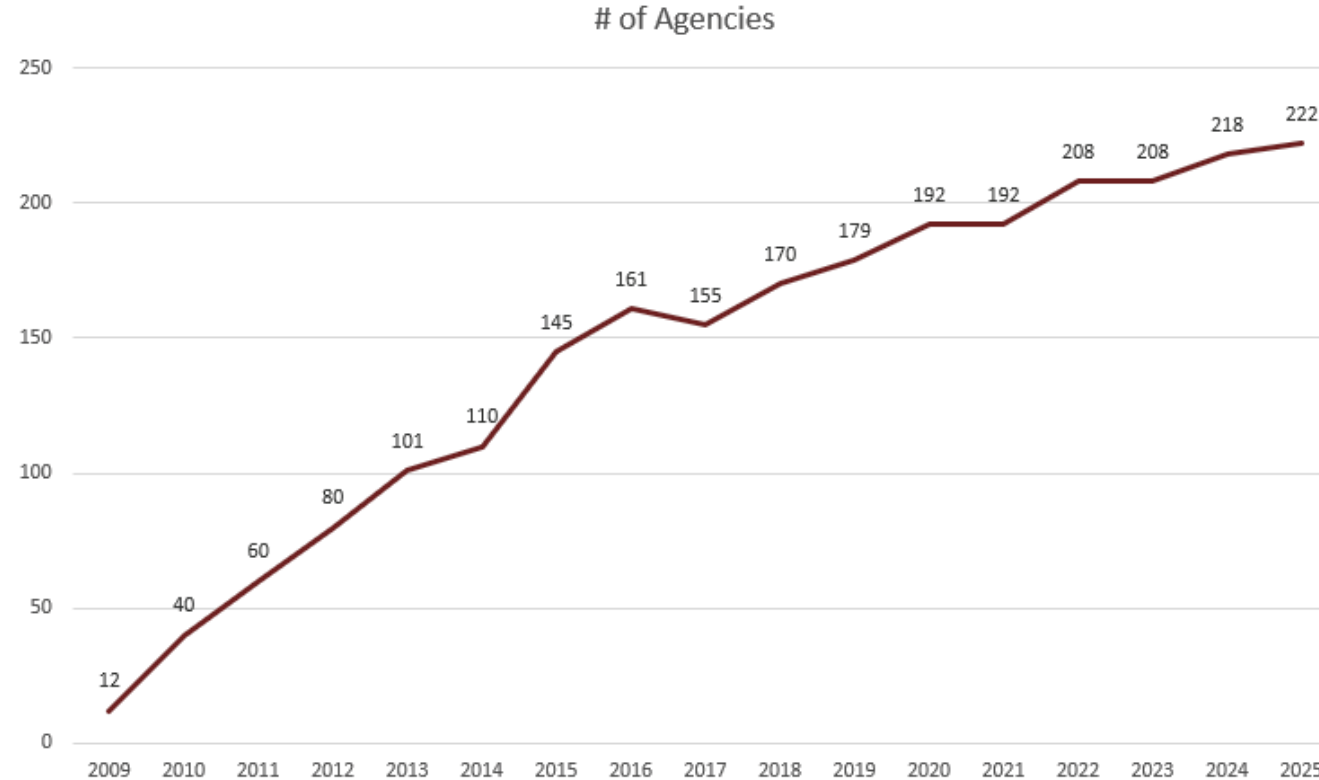
TraCS Growth - Users

- Users
 - 2008: 750
 - 2024: 31,255



TraCS Growth - Agencies

- Agencies
 - 2008: 12
 - 2024: 222



Objective: Accuracy

- FY24-25: 99.99% (Q1)
- To maintain the low number of load errors for crash reports submitted electronically to FLHSMV using TraCS at less than one percent.

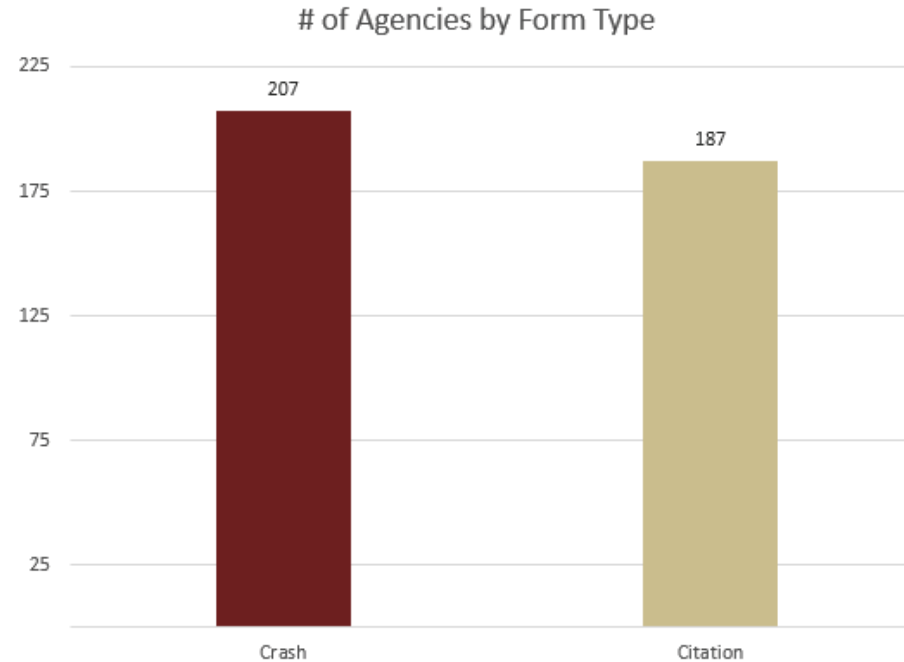
Objective: Completeness

- FY24-25: 60.59% (Q1)
- To maintain or increase the total percentage of statewide **crash reports** submitted electronically by agencies using the TraCS Florida software.



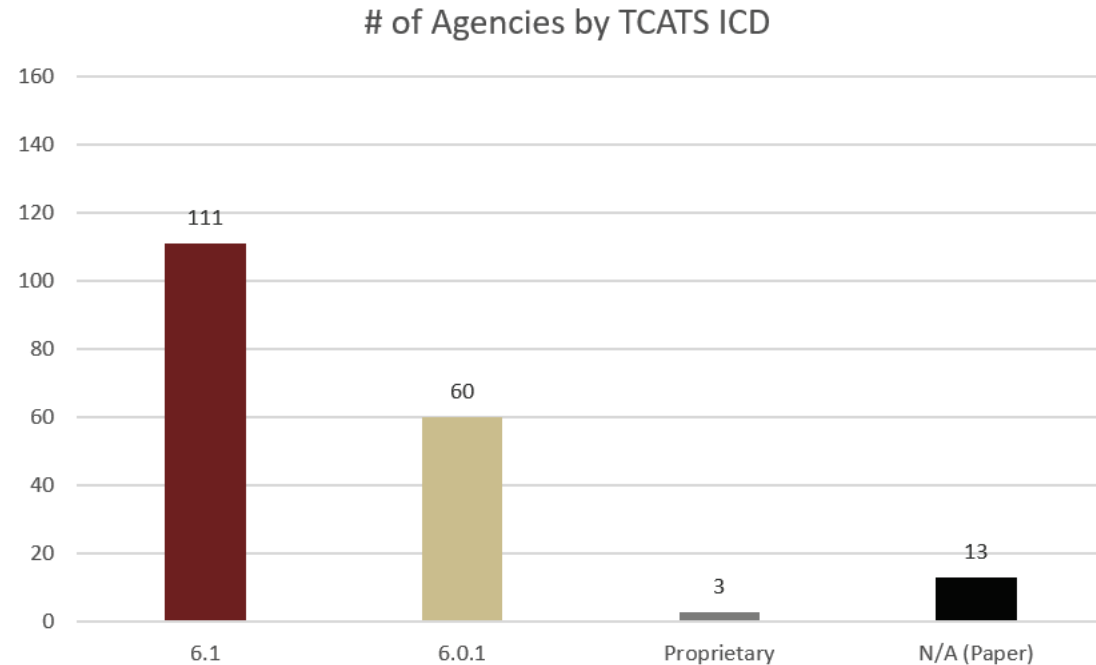
Objective: Uniformity

- To improve uniformity in data collection methods.



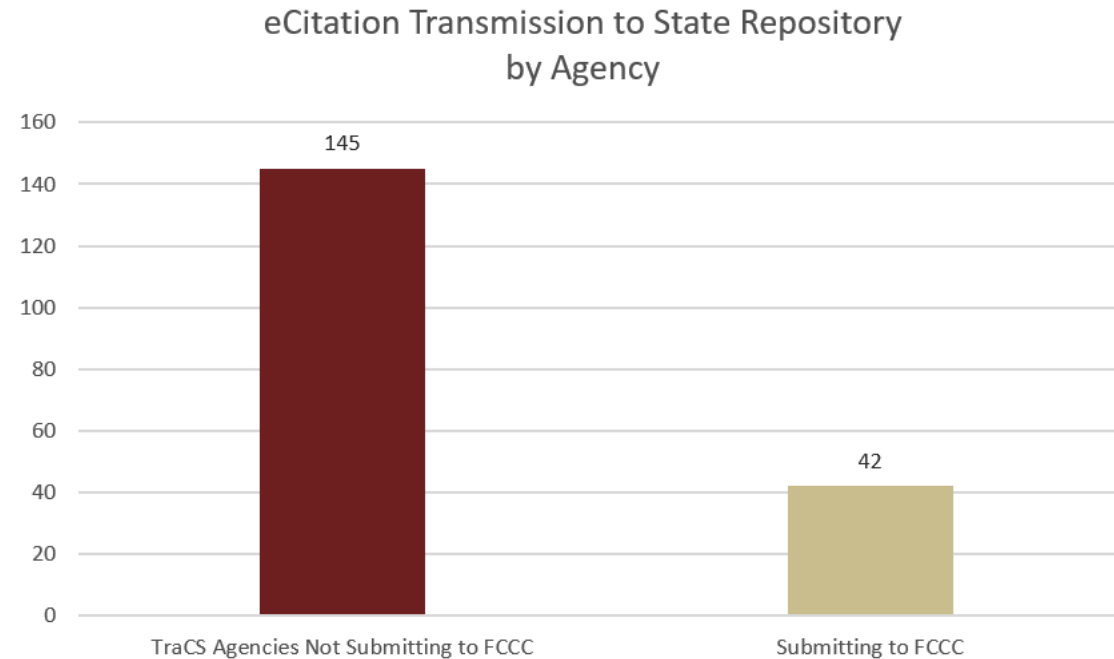
Objective: Uniformity

- To improve uniformity in data collection methods.
- Agencies are submitting paper in Broward & Escambia
- Volusia County taking eCitations
- Most SAO's do not transmit
 - SAO 13 in process



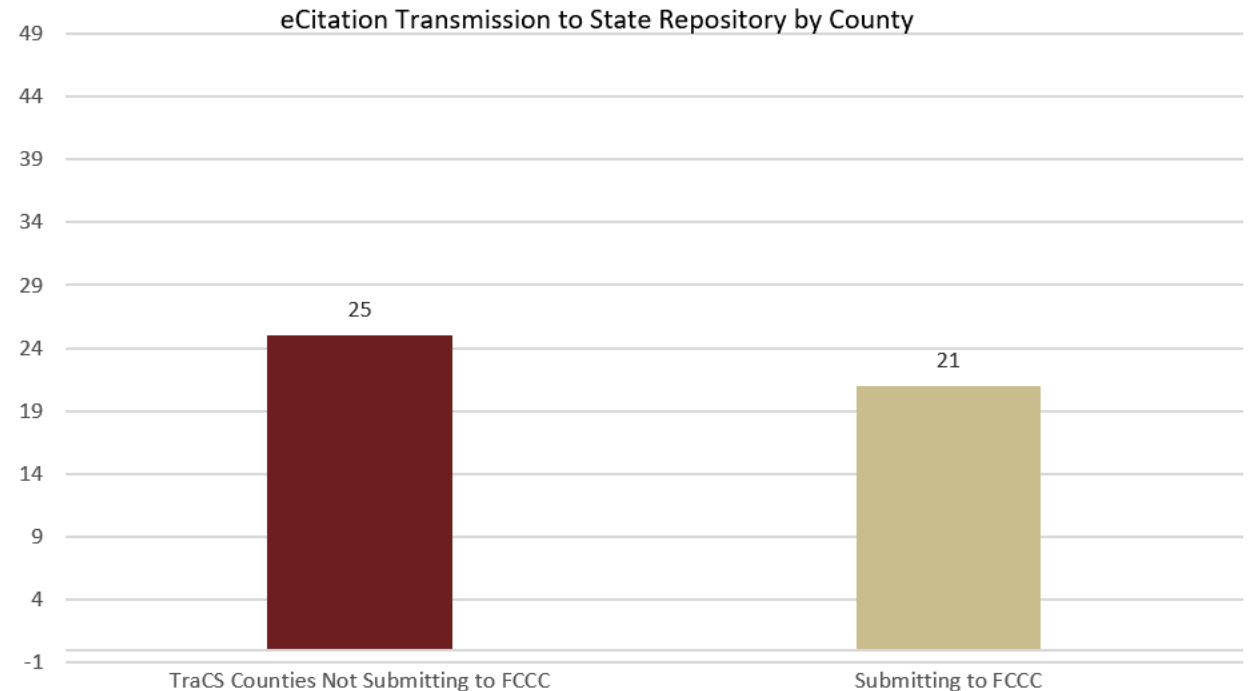
Objective: Uniformity

- Submitting to the FCCC (state citation repository)



Objective: Uniformity

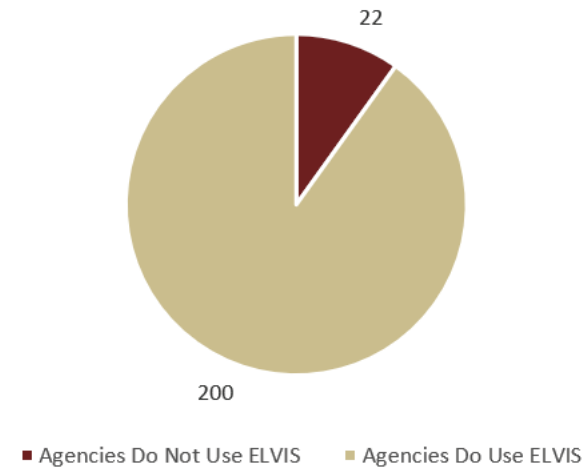
- Agencies in 46 counties use TraCS for citations
- 21 of these counties submit citations directly to the FCCC
- 25 counties still receive citations from LEAs



Objective: Integration

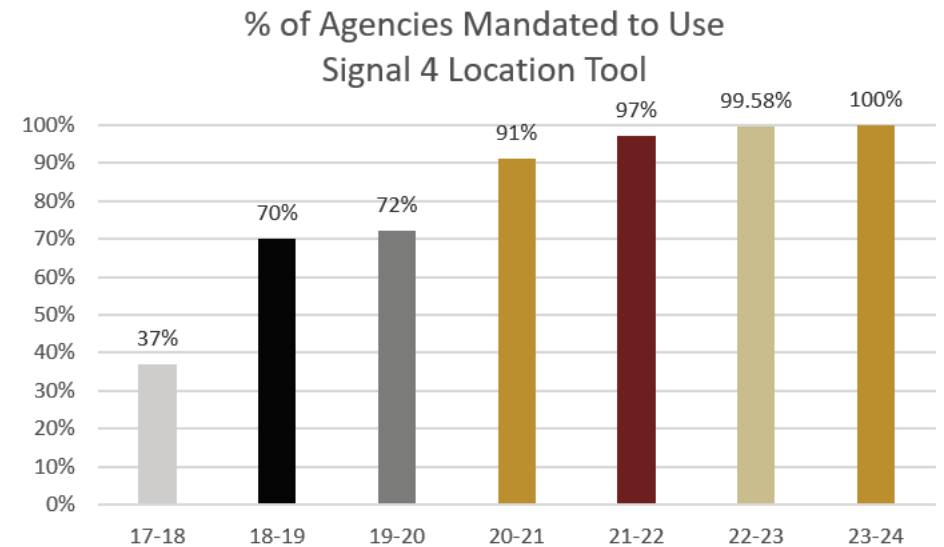
- To maintain the number of agencies using FCIC/NCIC interfaces.
 - All agencies use an FCIC/NCIC interface

TraCS-ELVIS Integration Use



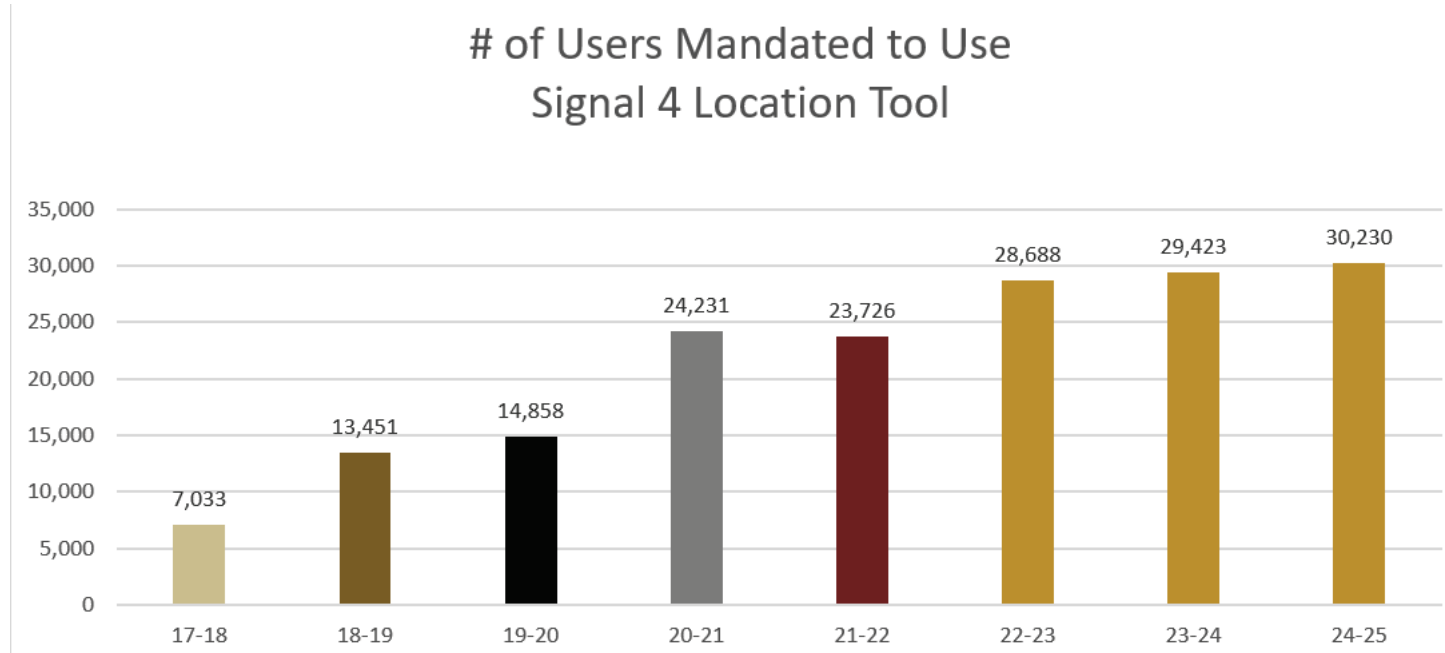
Objective: Integration

- To increase the number of TraCS agencies using a location tool to plot accidents on the crash form.
 - 15 agencies do not use our crash form
 - All agencies now have the mandate turned on.



Objective: Integration

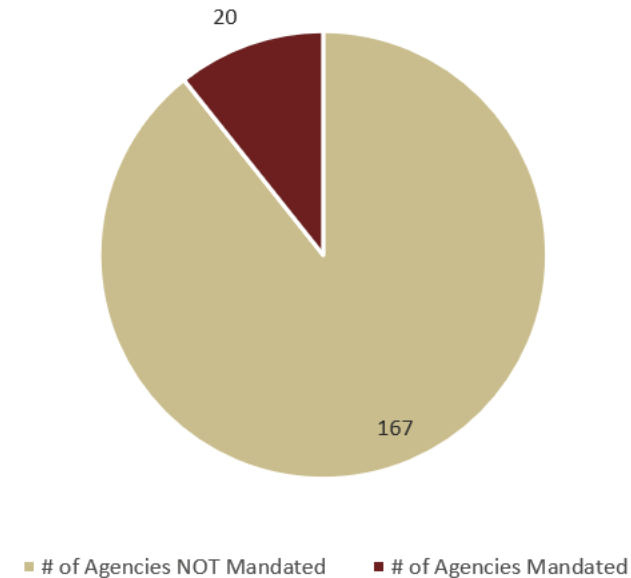
- To increase the number of TraCS users using a location tool to plot accidents on the crash form.



Objective: Integration

- To increase the number of TraCS agencies using a location tool on the citation form.

of Agencies Mandated to Use
Signal 4 Location Tool on Citations



Objective: Integration

- **To Date: 193 agencies** using the Signal 4 Diagram Tool
 - 93% of total agencies using crash use this tool for diagramming.



Objective: Accessibility

- To maintain a primary data hosting site
 - Hosting data for 197 agencies
 - 25 still self-hosted
 - Waiting list to migrate



Objective: Timeliness

- FY23-24 Q4: 7.25 days average
- To encourage TraCS agencies to maintain a low average delay between the initial crash date and the date on which the data is entered into state crash databases owned by FLHSMV.

Support: FY 24-25

- Support
 - Onboard new agencies
 - Continue support for existing agencies
 - Continue training new support person
 - Produce more YouTube training videos
 - Update Media Wiki page
 - Hold Webinars
 - Migrate citation transmission jobs to submit to the eCitation repository (FCCC)
 - Manage exports of data to respective repositories
 - Data site migration
 - Ordering equipment, executing contracts, executing MOUs



Development: 24-25

- Development
 - Expedite any changes required by FLHSMV for crash and citation
 - Continue to deploy Multi-Factor Authentication (MFA) with TraCS for end users: DUO, Microsoft Authenticator, Google Authenticator
 - Test IP filtering to block unwanted traffic directly through TraCS
 - Continue building an electronic signature interface for violators
 - Maintain/improve interfaces (location tool, diagram tool)
 - Maintain existing and develop new interfaces for FCIC/NCIC vendors
 - Maintain/improve web-based analysis reports (location tool usage, diagram tool usage)
 - Continue to provide patches and upgrades to the TraCS software
 - Begin transmitting arrest data to FDLE



Thank you for your continued support!

Amy Pontillo
Systems Architect
amyp@tracsflorida.org
850-509-2381



FAMU-FSU
Engineering



ELECTRONIC LICENSE AND VEHICLE INFORMATION SYSTEM (ELVIS)

Florida State University

ELVIS

Electronic License and Vehicle
Information System

www.elvisflorida.org

ELVIS TRCC UPDATE April 4, 2025

Better Data, Safer Roads.

OR Tag Number FL - Florida No CCW

Query Response FRQ [Add Comment](#) [Print Raw R](#)

Vehicle Registration

This registration may be expired.

Tag Number	State	Expires	
AAA10A	FL	06/30/2009	
VIN Number	Make		
TESTVIN1	FORD		
Year	Color	Style	
2000	RED	2D	
Decal	Use	Weight	Original
18164769/9	PRIVATE	3400	No

First Registered Owner

Full Name		
LICENSE, GALINDO-CLINE ONE PAO		
License Number	Sex	Date of Birth
L252294615010	F	01/01/1961

Driver Summary



Full Name	Status	
GALINDO-CLINE ONE PAO LICENSE	VALID LICE	
License Number	State	
L-252-294-61-501-0	FL	
Height	Race	Sex



FAMU-FSU
COLLEGE OF ENGINEERING

Grant funding provided by the
Florida Department of Transportation



Welcome!

Team Members

- Dr. Lisa Spainhour, Principal Investigator
- Zoe Williams, Program Manager
- Margaret Edwards, Systems Administrator
- New Support / Jr. Developer TBD

April 2025 Statistics

Current ELVIS Usage

- 290 Agencies (+3 agencies since December)
- 40,082 user accounts (+1,554 since September)
- 13,231,322 queries run this fiscal year
- Nearly 2.2M queries per month
 - Increase of ~380,000 queries per month over December numbers

FY24-25

- **Completeness and Uniformity**

- As always, lots and lots of state parser fixes to keep up with changing state formats and ensure elements parse correctly from each state

- **Accuracy and Integration**

- Integration with external crash and citation vendors to improve data accuracy continues to be expanded and improved
 - TraCS
 - Axon
 - Mark43
 - LexisNexis
 - FINDER
 - Others

- **Security Features**

- Microsoft SSO and SAML Integration In Production
 - Many agencies switching to SSO and Duo from Grid Cards
 - SSO Integration allows for additional Two-Factor options like Microsoft Authenticator

- **Accessibility**

- New agencies continue to be brought on board
 - Davie Police Department
 - Flagler County Sheriff's Office
 - Parker Police Department (return agency)
 - Added 3 new agencies since September meeting
 - 1,554 new user accounts
 - Increase of approx. 380,000 queries per month since last TRCC meeting
 - Evaluating future hardware requirements based on continuing increase in usage and current limitations
 - Average FY up-time is 99.85% averaged over the current fiscal year

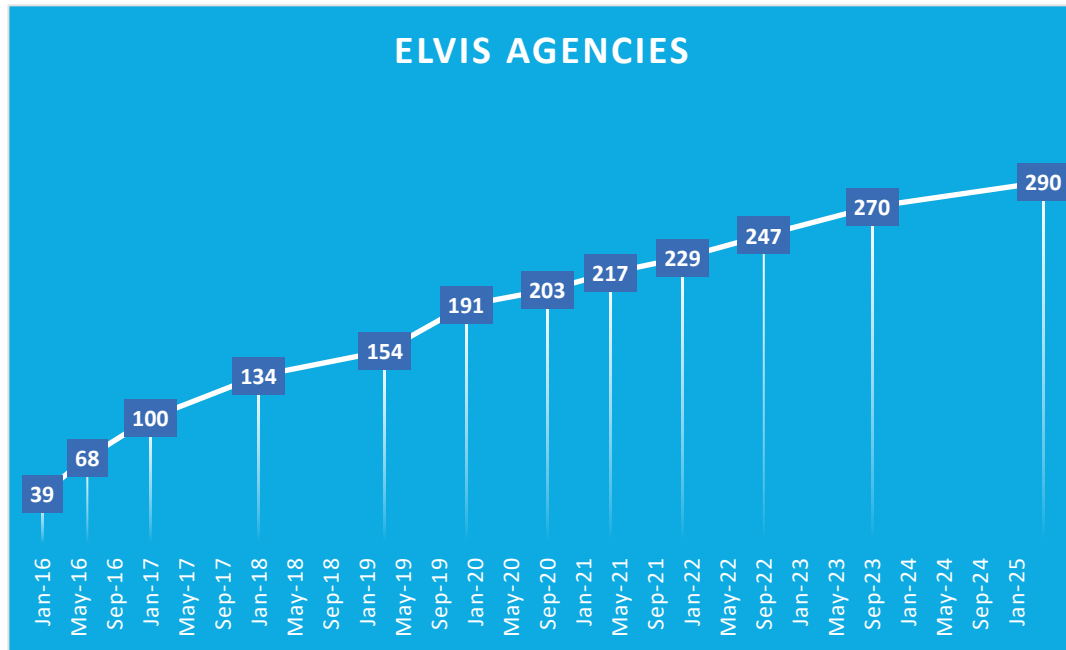
- **Upcoming Changes**

- Hiring a new Support + Jr. Development Position
 - Candidate chosen and hiring process started
 - Adding additional record-keeping functionality for audits
 - Adding additional two-factor security methods for CJIS
 - Decreased funding request for FY 25-26 by combining support and developer positions into one
 - Request is \$72,193 less than previous FY

ELVIS Usage over time, 2016-Present

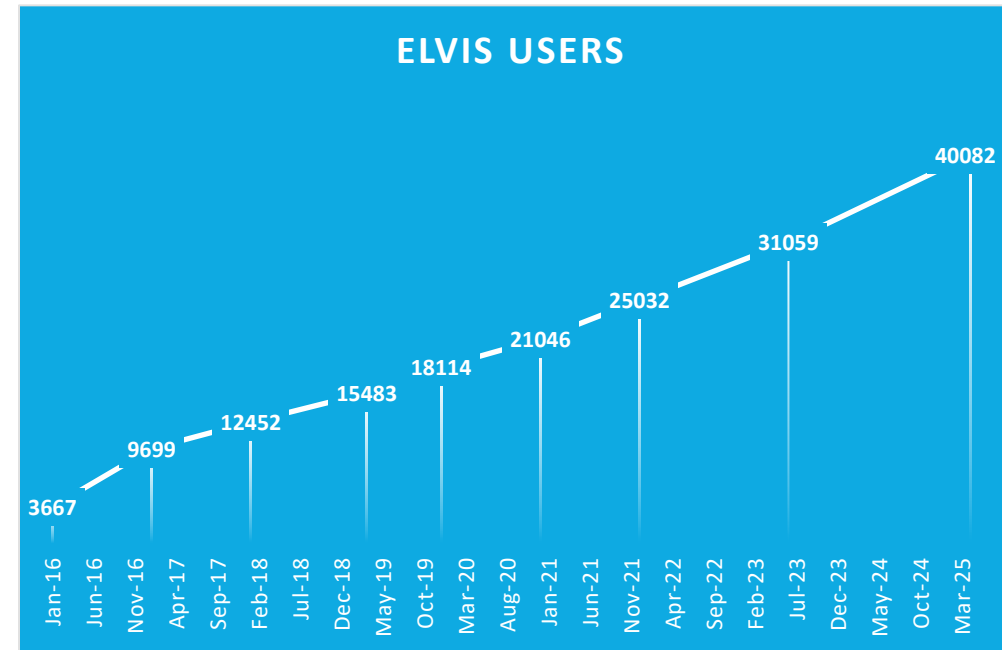
Law Enforcement Agencies

- 1/2016: 39
- 4/2025: 290



User Accounts

- 1/2016: 3,667
- 4/2025: 40,082

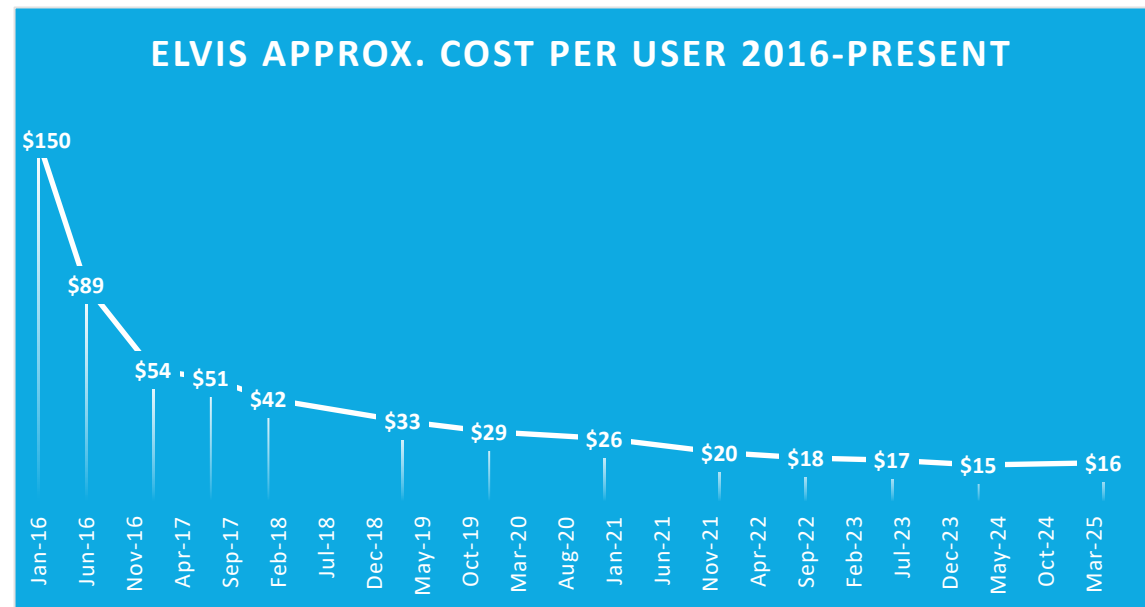


ELVIS Cost per User

FY24-25 Total Funding Request: \$633,00

Total users (as of 12/13/24): 40,082

Avg. Cost Per User: \$15.79



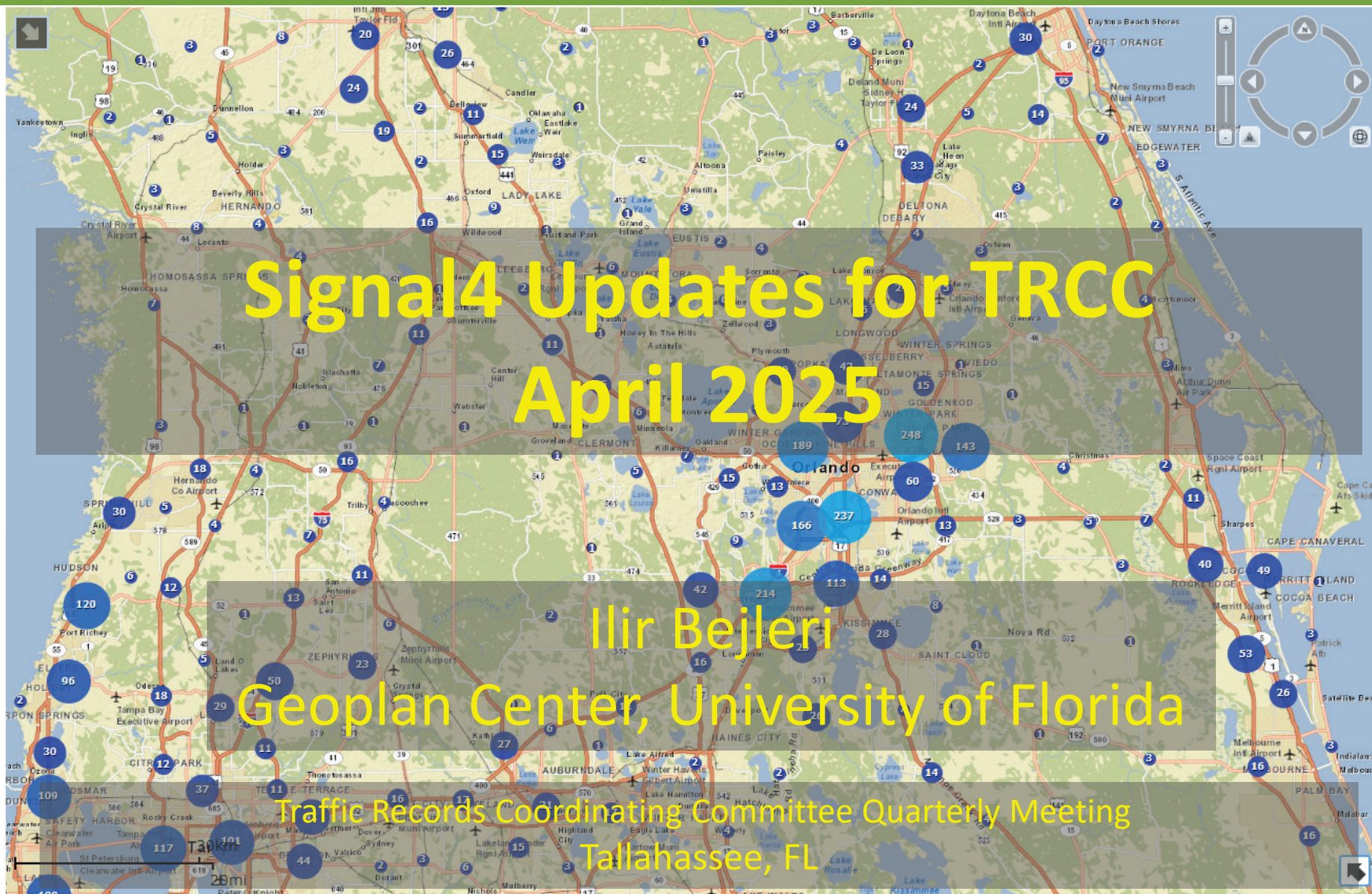
Thank You

QUESTIONS?



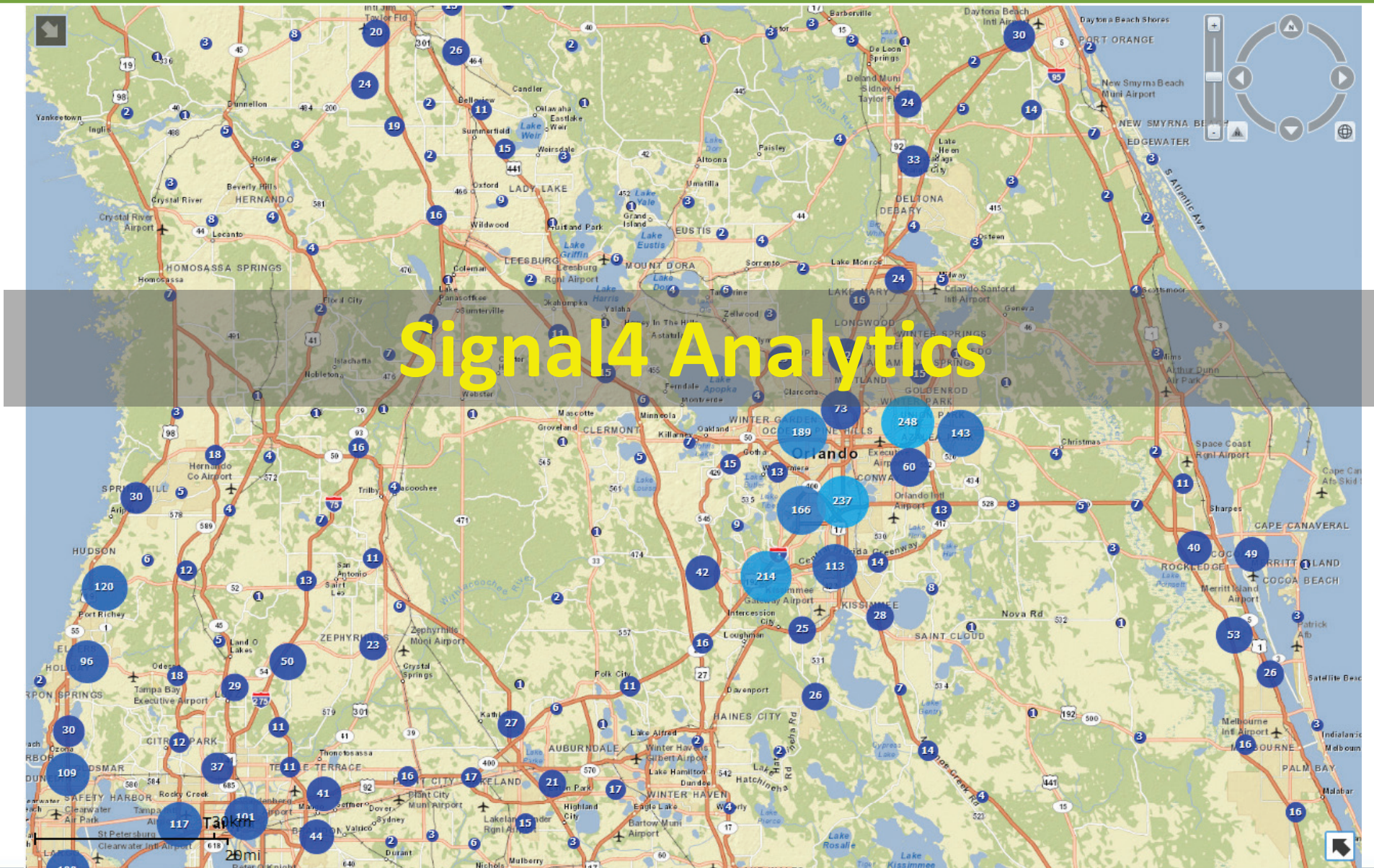
EXPANDING ACCESSIBILITY, UTILIZATION, AND DATA INTEGRATION OF SIGNAL FOUR ANALYTICS

University of Florida



Projects

- **Signal4 Analytics** (Expanding Accessibility, Utilization, and Data Integration of Signal4 Analytics)
- **Signal4 Geolocation & Diagram** (Geolocation and Crash Diagramming to Improve Crash Data Location, Timeliness, and Quality)

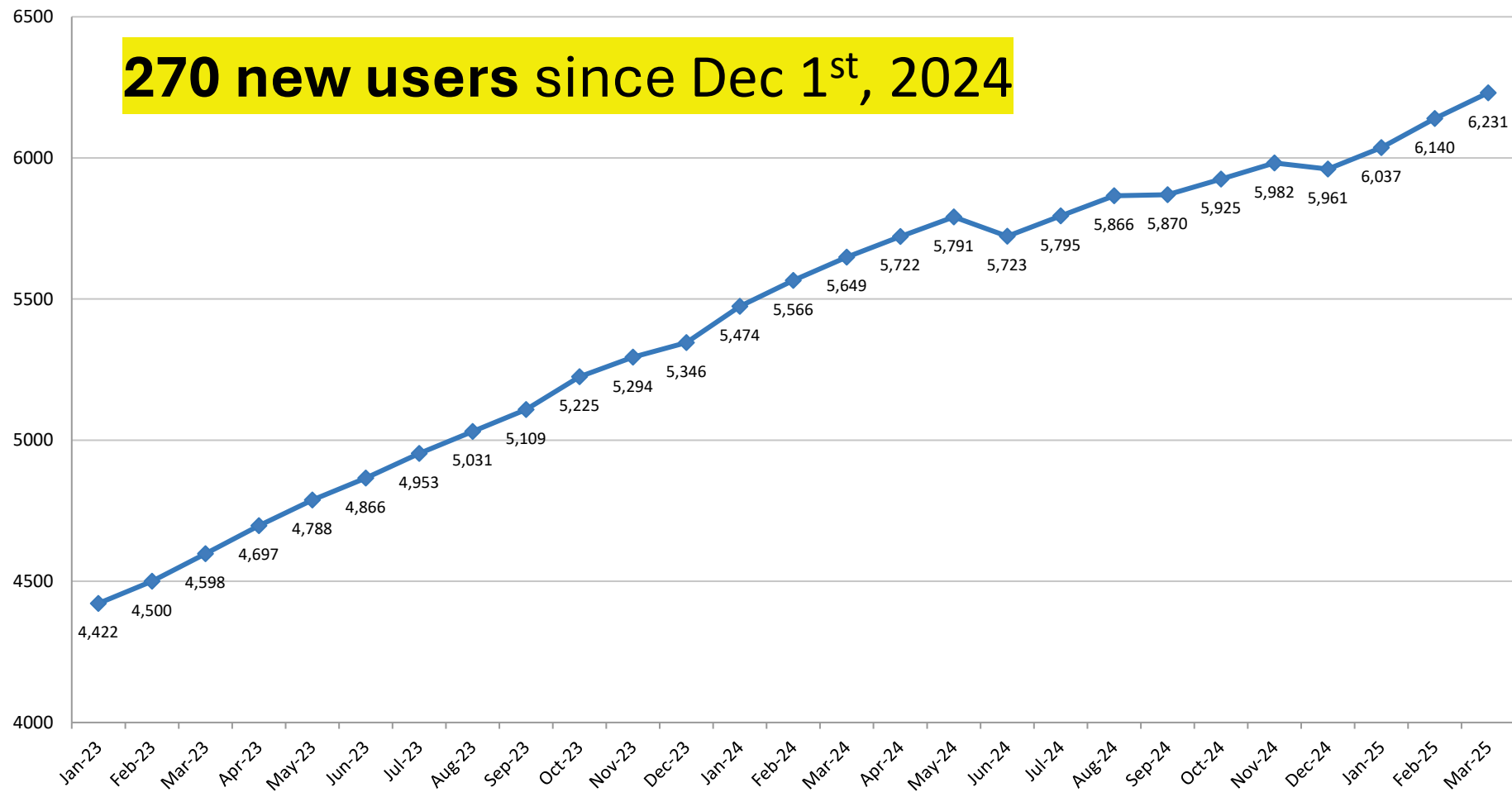


Objectives

- Accessibility
- Utilization
- Integration
- Data Systems
 - Crash
 - Citations
 - Roadway



User Growth



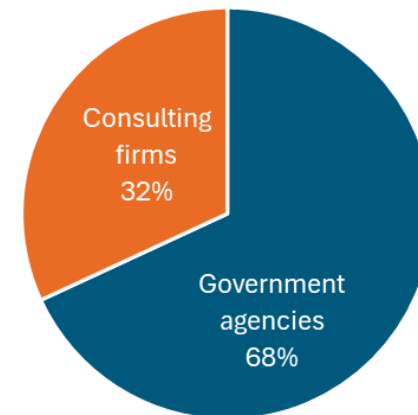
Agencies & Firms Growth



Agencies and Users to Date

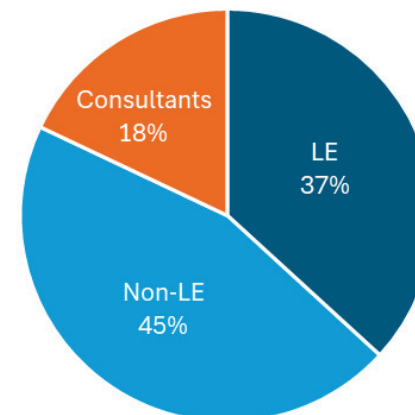
Agencies and firms: **1,197**

- Government agencies: **813**
- Consulting firms: **384**



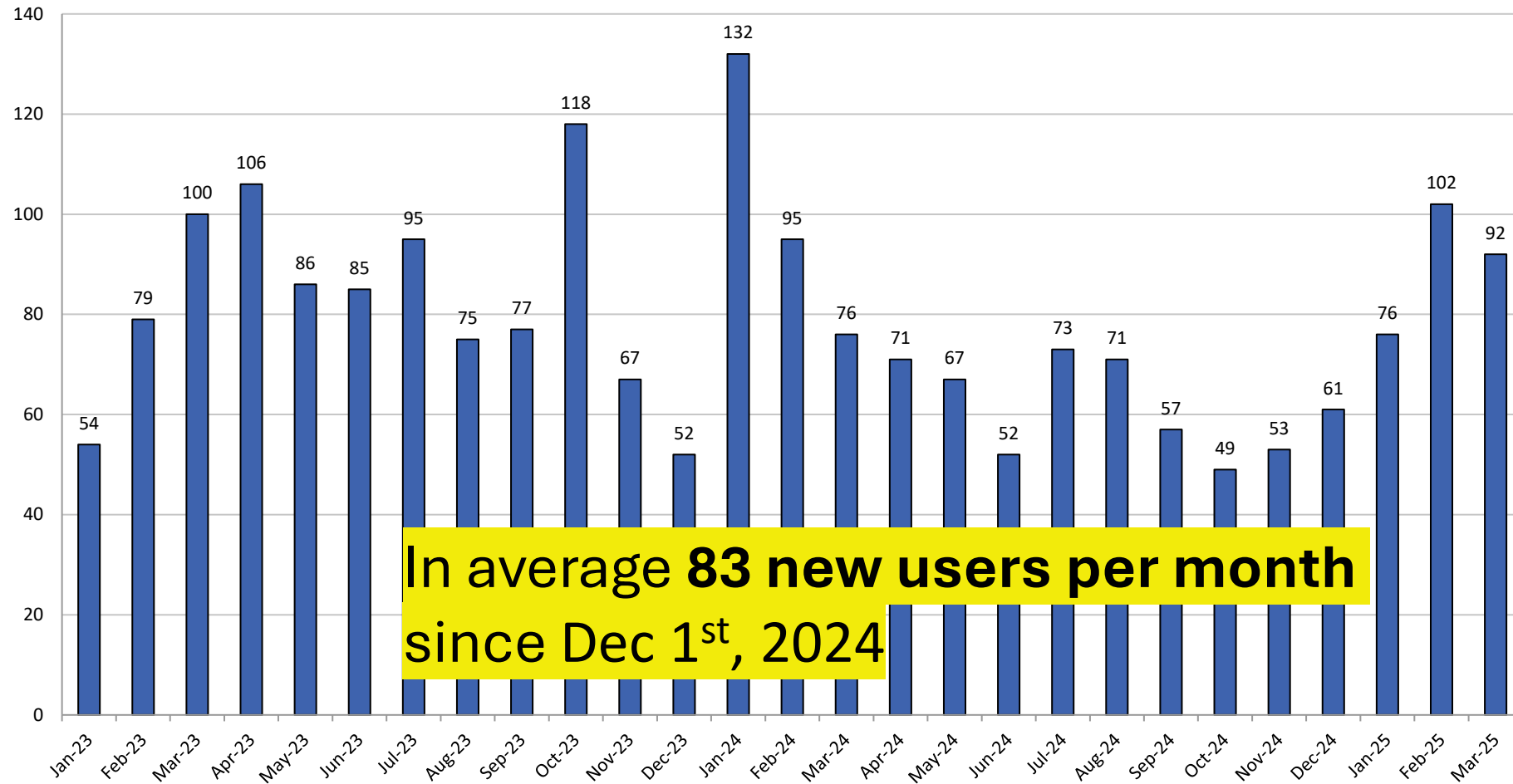
Users: **6,231**

- LE: **2,287**
- Gov. non-LE: **2,790**
- Consultants: **1,154**

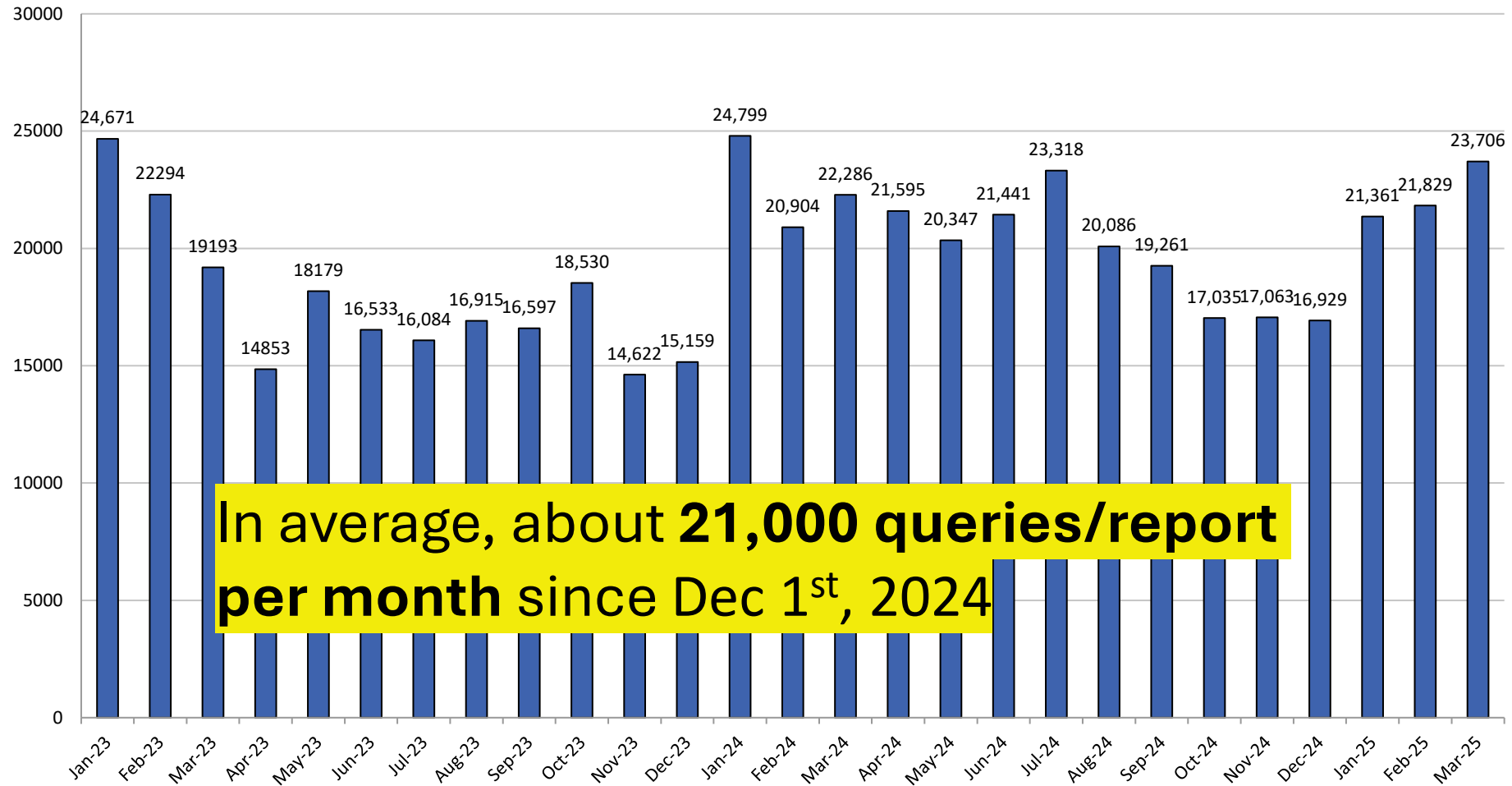




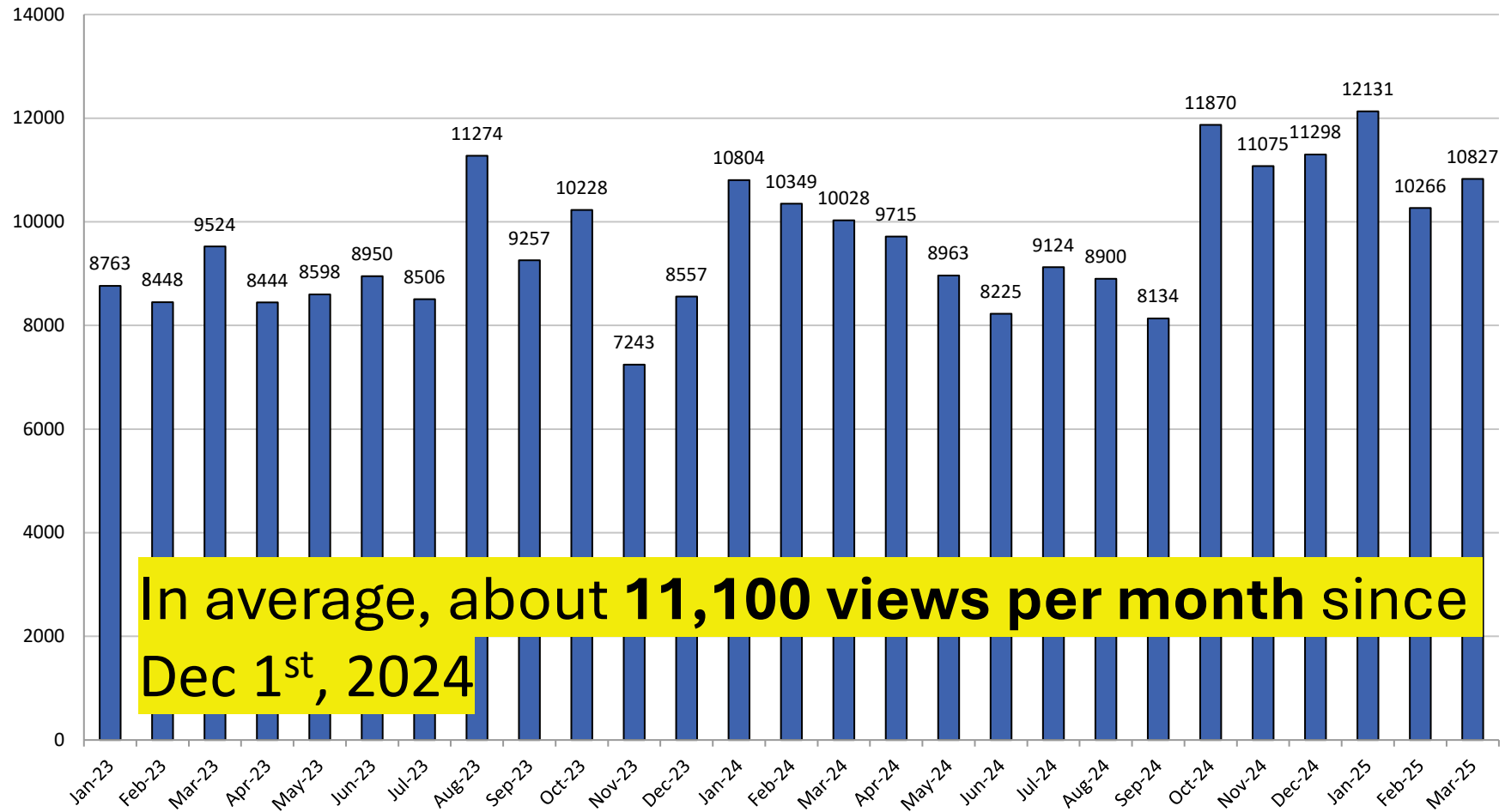
New Users By Month



Queries/Reports by Month



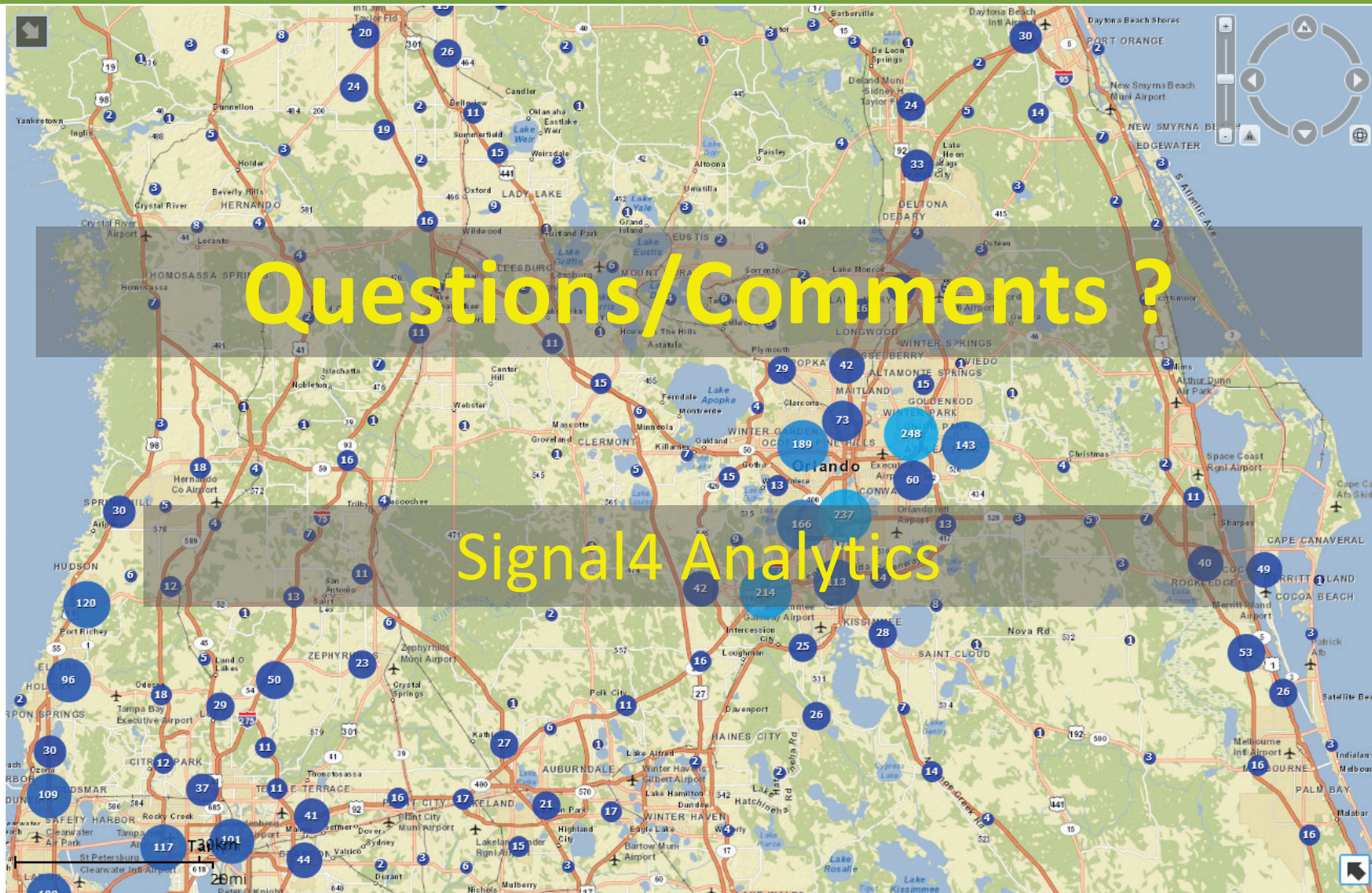
Public Dashboard Pageviews by Month



Source: Google Analytics, Unique Pageview: Number of sessions that the page is viewed at least once.

Main Activities

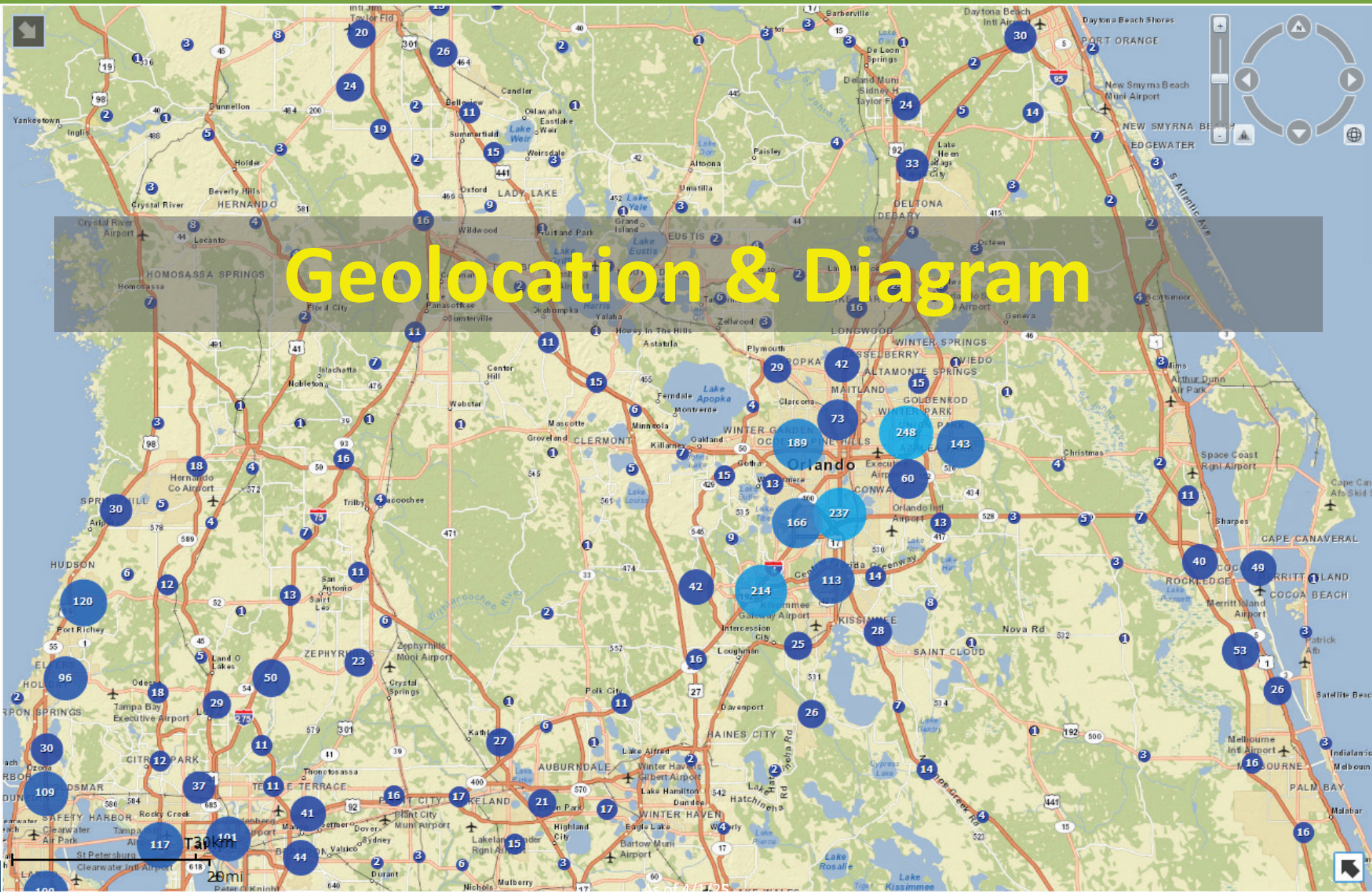
- Daily loading, monitoring and support
- Improve user management
- Applied 2023 FLHSMV closeout
- Adding crash narratives
- Closeout snapshot download
- Updating dashboard to use closeout data





GEOLOCATION & CRASH DIAGRAMMING TO IMPROVE CRASH DATA LOCATION TIMELINESS AND QUALITY

University of Florida



Objectives

- Improve the overall **accuracy, consistency** and **integrity** of crash reports statewide
- Tie **crashes** and **citations** to the FDOT **roadway** information (RCI)
- Addresses all **6 NHTSA's** crash location **data quality attributes**:
timeliness, accuracy, completeness, uniformity, integration, accessibility
- Benefits **beyond data**
 - Save time, reduce burden and improve reporting efficiency for **officers**
 - Help **agencies** – less IT need, no installation, no cost
 - Helps **vendors** in the long run

Geolocation Usage Stats

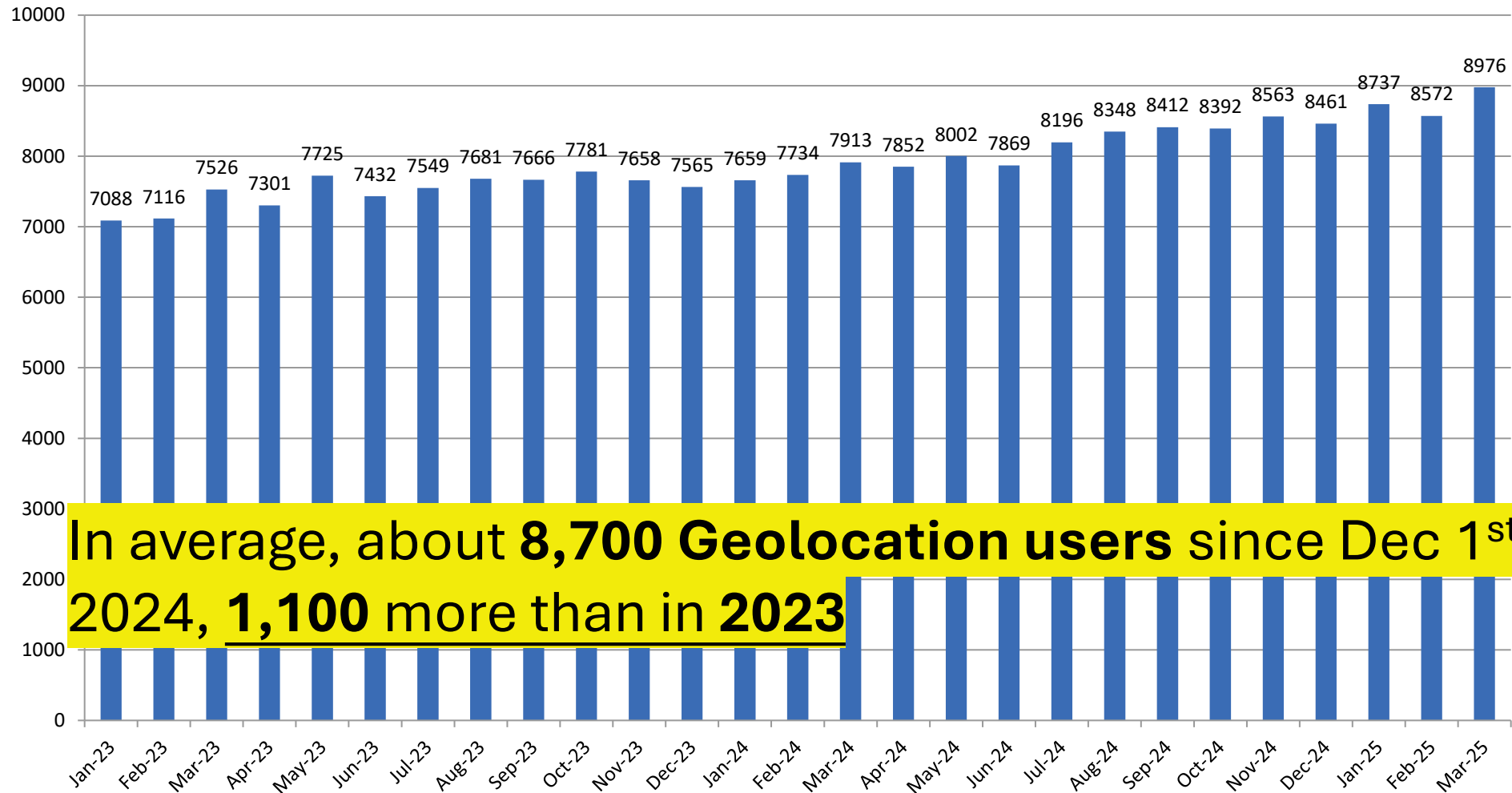
- **TraCS**
 - **100%** of agencies that report **crashes** (207 of 207)
 - **11%** of agencies that write **citations** (20 of 187)

- **SmartCOP**
 - Jacksonville SO for crashes

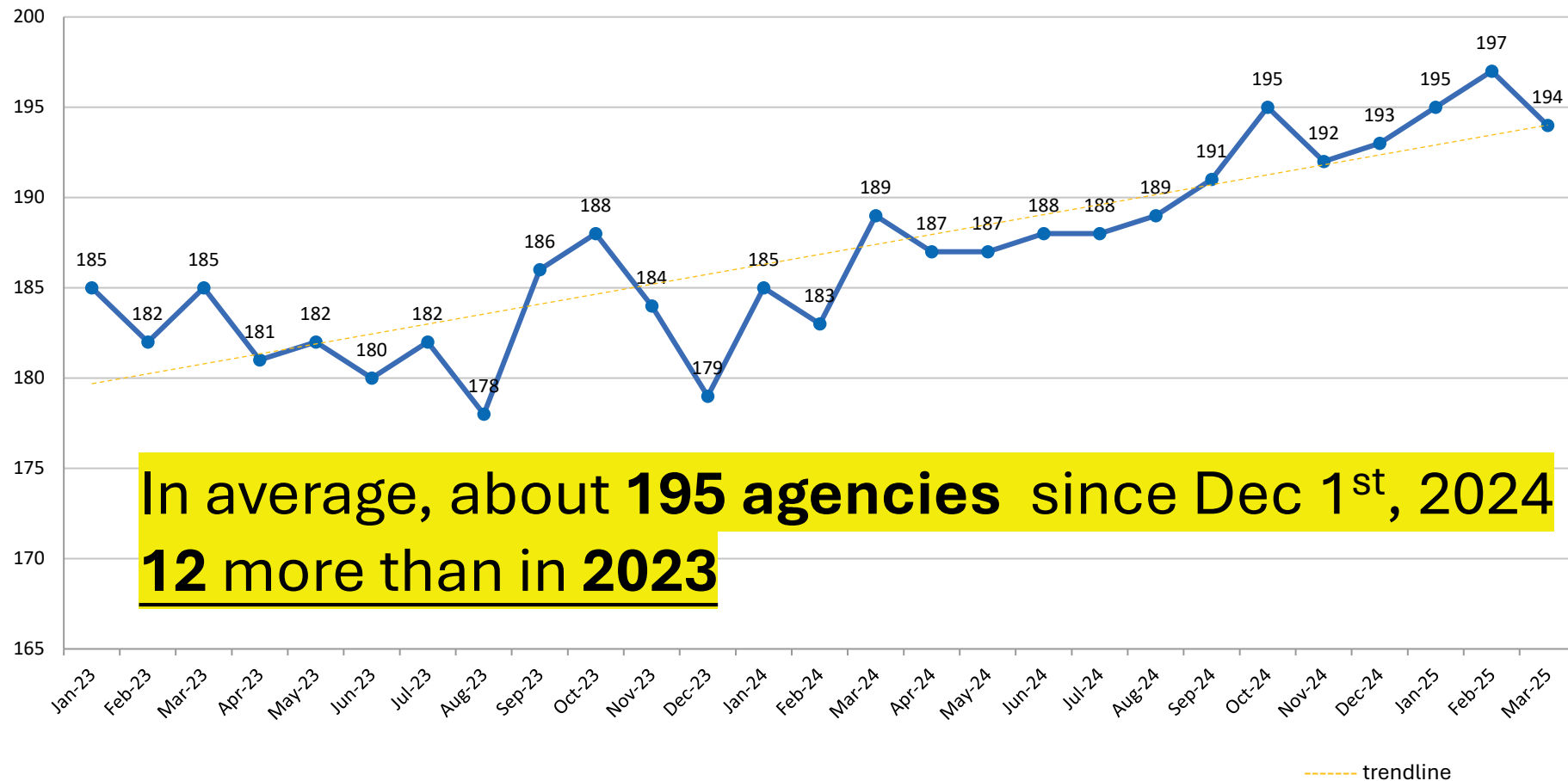
Crashes Mapped by Geolocation



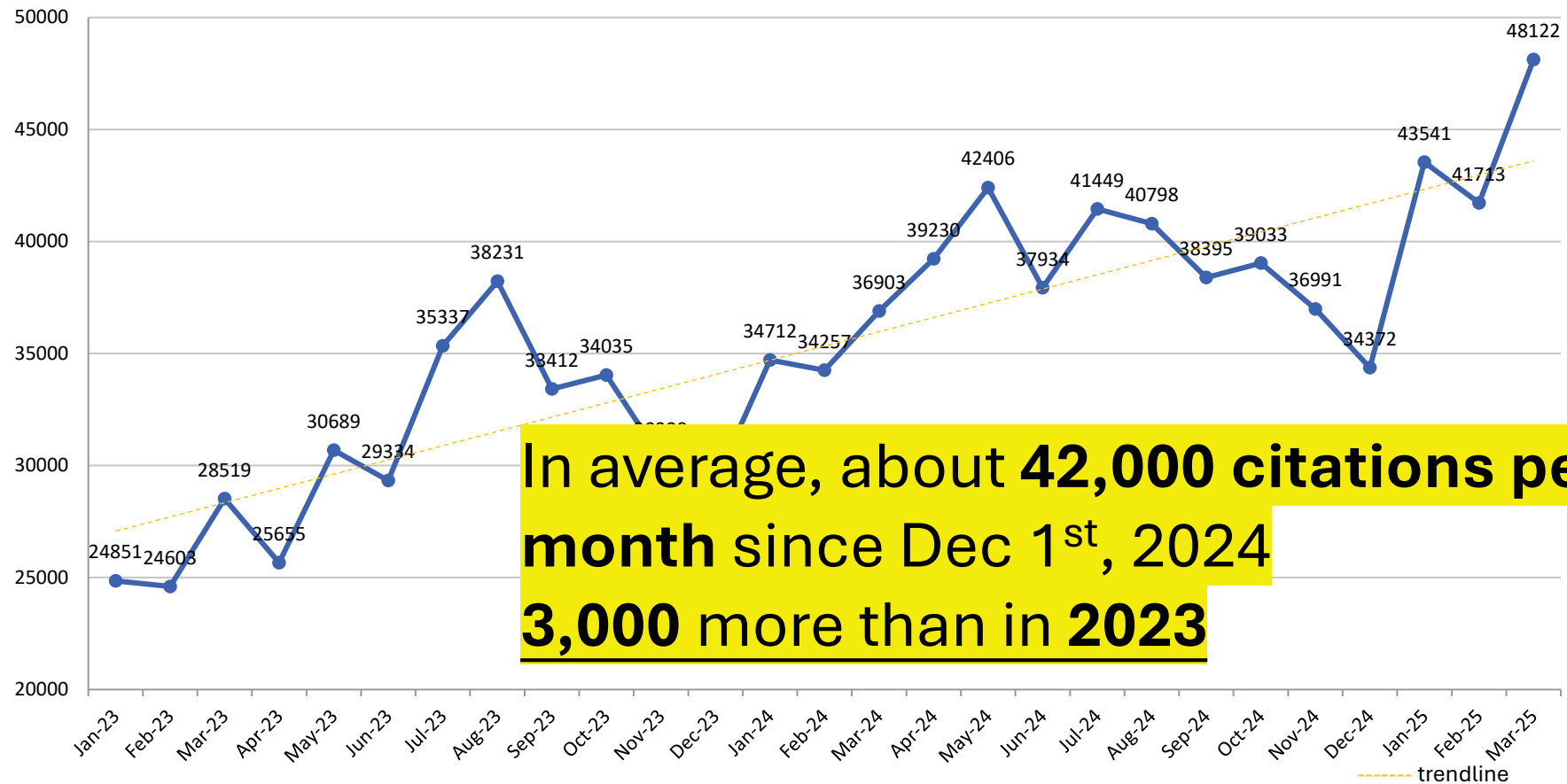
Geolocation Users



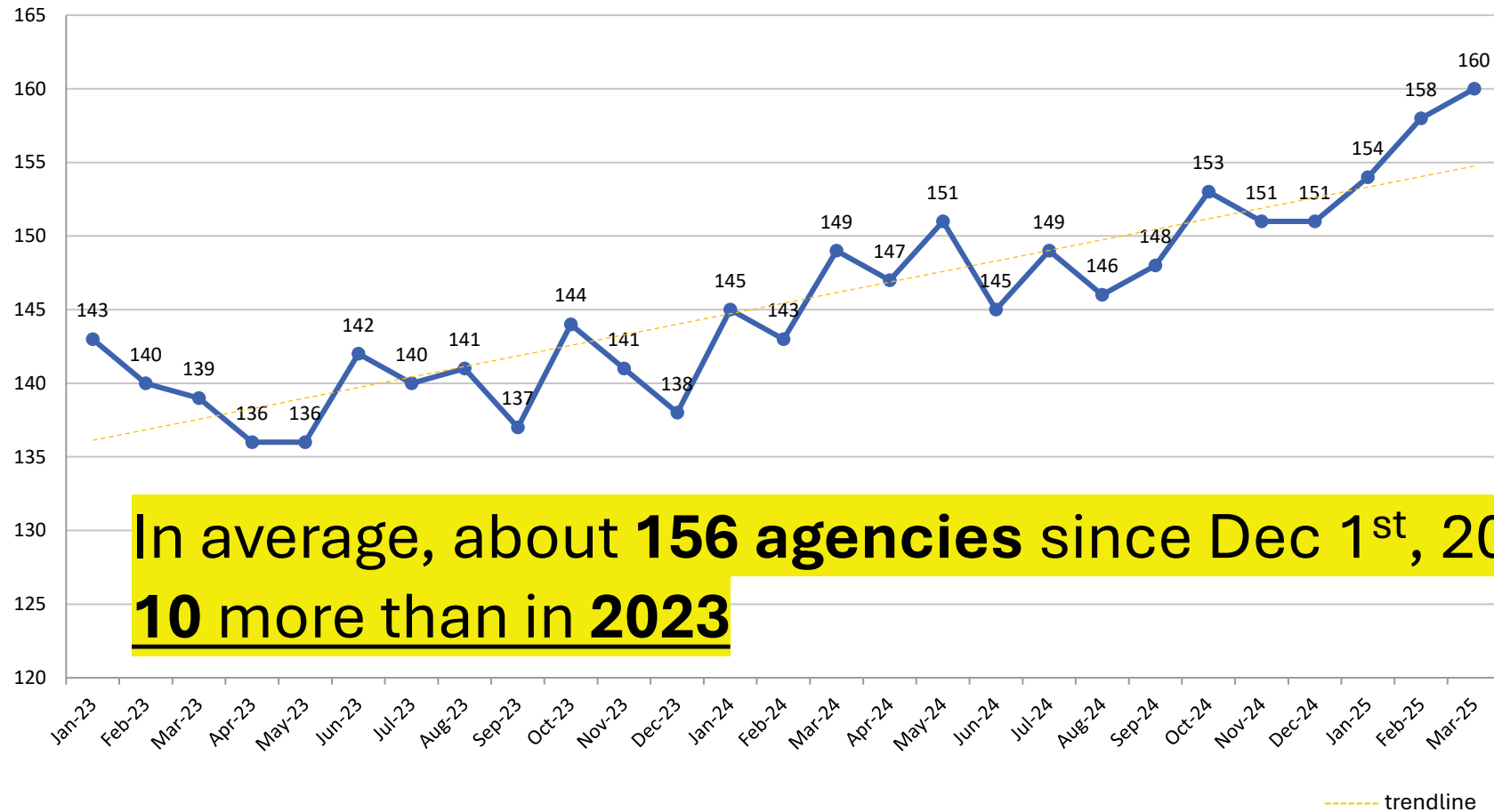
Crash Geolocation Agencies



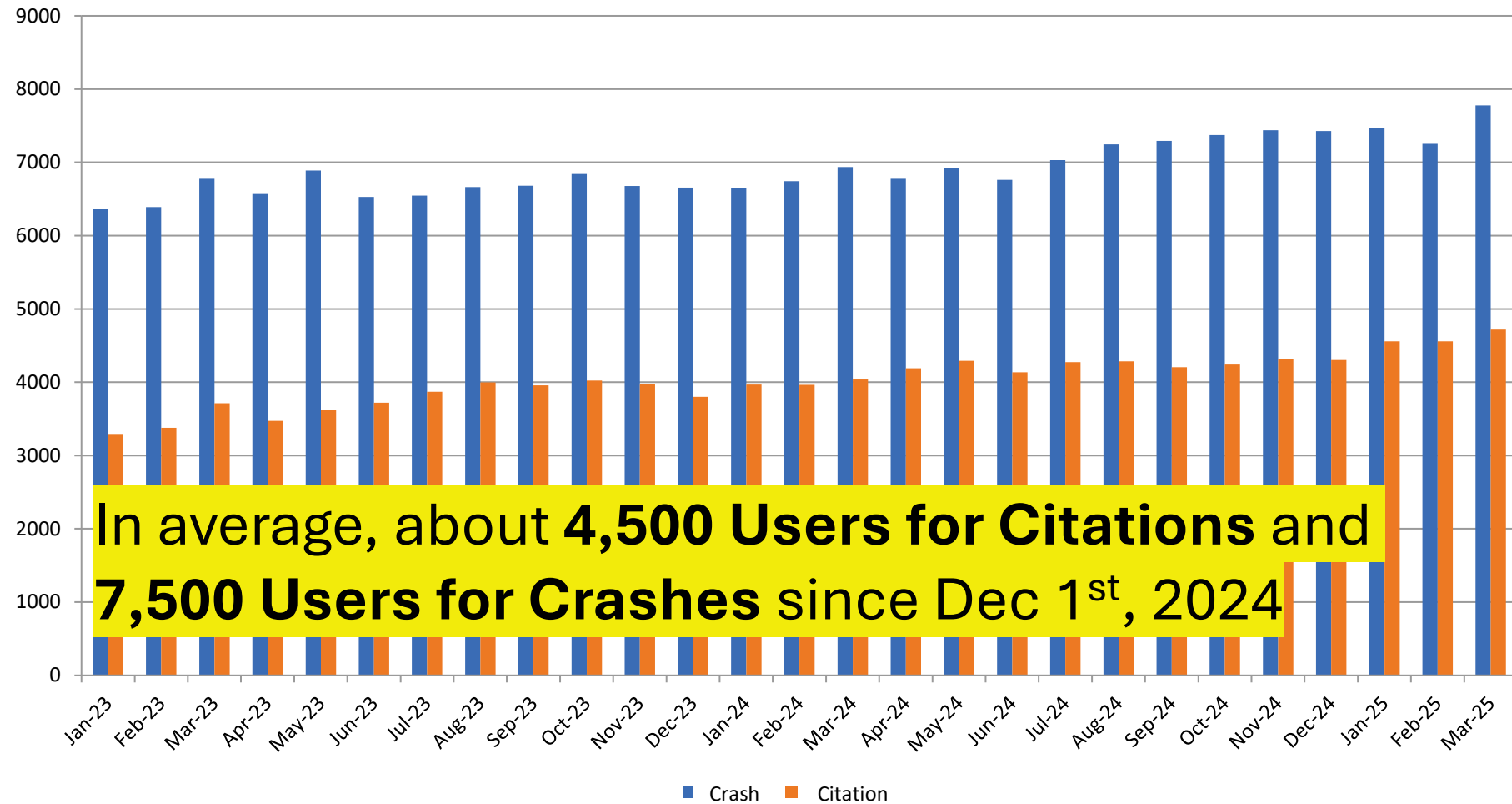
Citations Mapped by Geolocation



Citations Geolocation Agencies



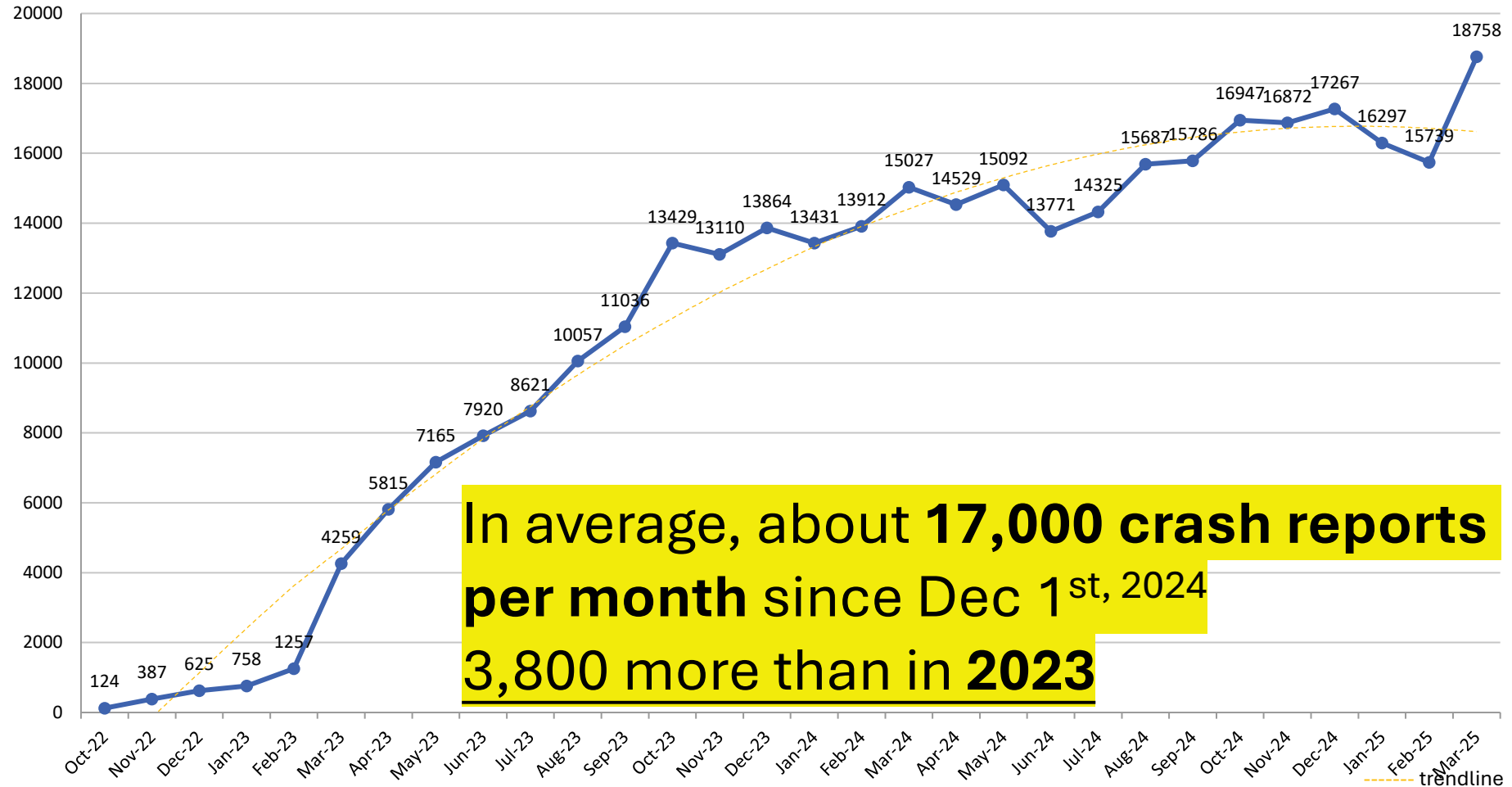
Geolocation Crash vs Citations Users



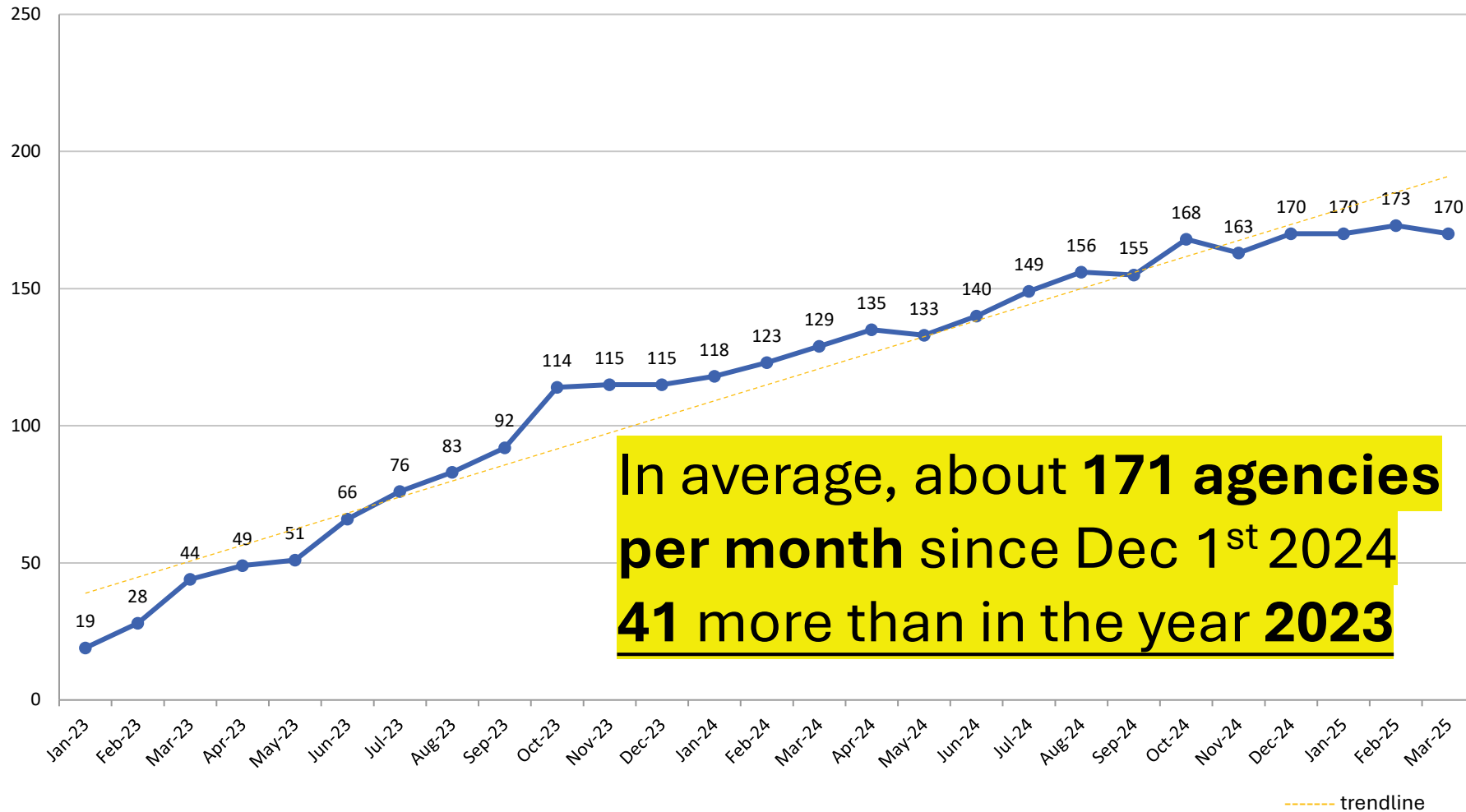
Signal4 Diagram Usage Stats

- **TraCS**
 - **320,000** diagrams since October 2022 launch
 - **63,000** diagrams since December 1st, 2024
 - **93%** of agencies (193 of 207)

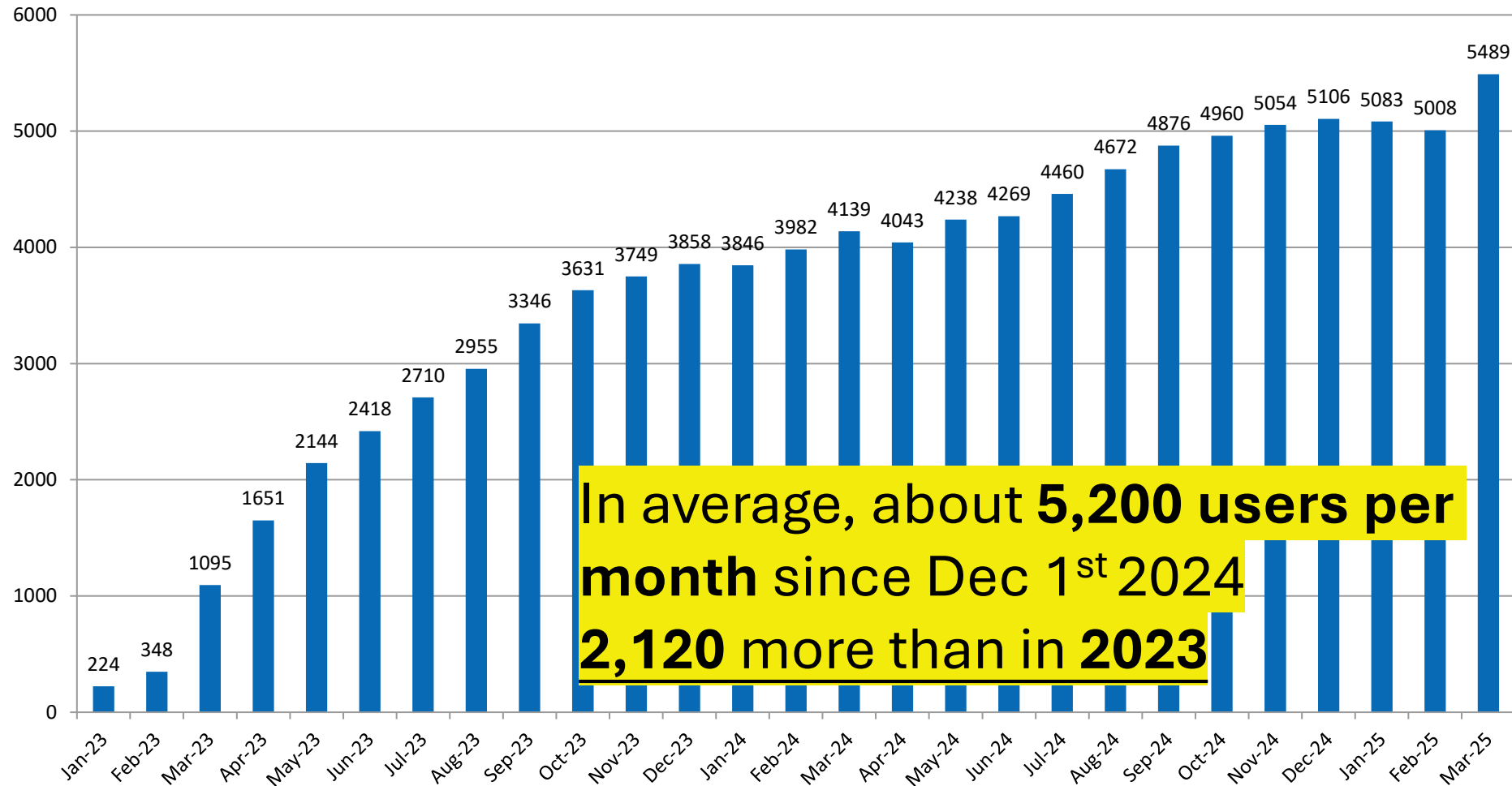
Crashes that used Signal4 Diagram



Signal4 Diagram Agencies



Signal4 Diagram Users

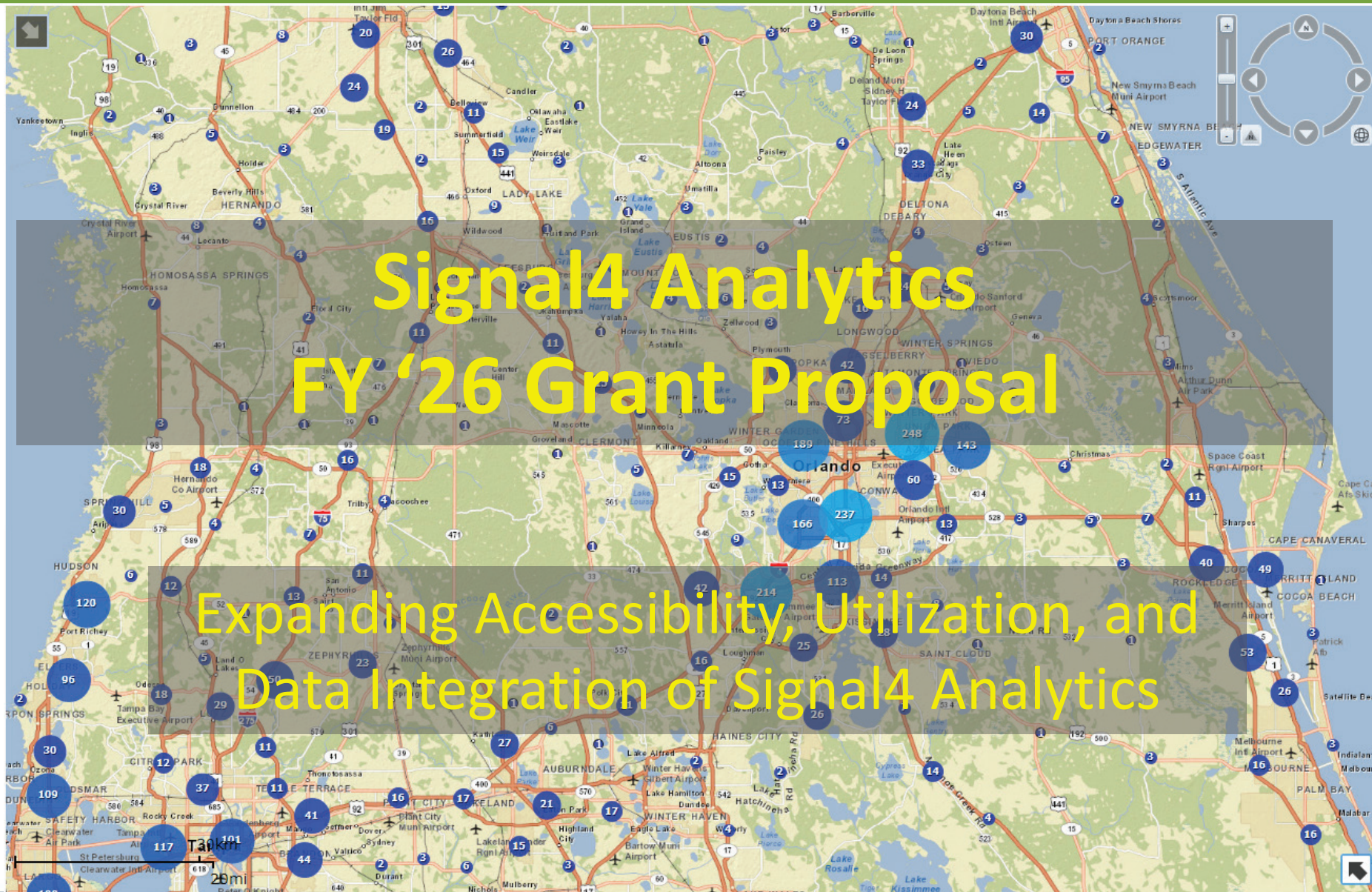


Main Activities

- **Diagram Improvements**
 - New icons
 - Improved validation rules
 - Improve visual representation
- **FLHSMV Provider Focus Group**
 - Presented geolocation & diagram
 - Increased interest by vendors

New Vendor Implementation Status

- **SmartCOP**
 - Projected completion around mid May
- **365Labs**
 - Completion expected soon
 - Planned deployment to 4 agencies in Orange County
- **Initial Technical Meeting**
 - Central Square
 - Lexis Nexis
 - Tyler Technologies



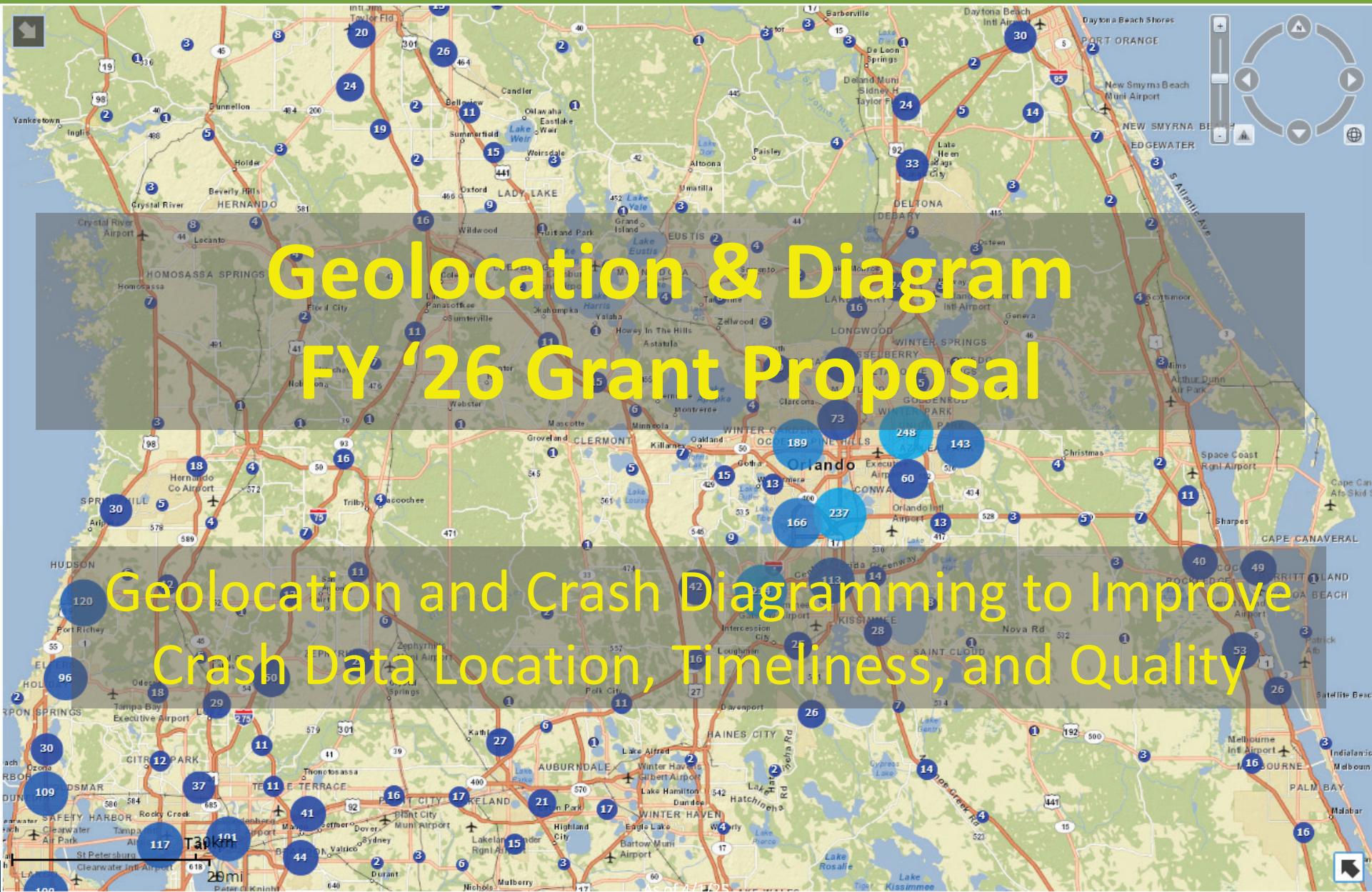
Main Objectives

- Expand analytics for crashes and citations
 - Dashboard, Query System, Analysis, Charting, Map Visualization, Reporting,
- Perform database updates
- Perform data quality analysis
- Support user management
- System monitoring and updates
- Training, support and outreach

Budget

- Current \$882,000
- Proposed \$878,000 **(-\$4,000)**
 - Personnel from \$782,697 to \$774,458 (-\$8,239)
 - Expenses from \$23,496 to \$25,500 (+\$2,004)
 - IDC from \$75,807 to \$78,042 (+\$2,235)





Main Objectives

- Continue to support current agencies and vendors
- Increase number of agencies and vendors

Budget

- Current \$600,000
- Proposed **\$684,000**
 - Primarily increased personnel cost

Personnel Cost Increase

- About **\$71,000** for three reasons:
 - **Technology update for the geolocation** (Angular, Leaflet, FLARIS)
 - will require added oversight and development time.
 - **Usage volume expected to double**
 - necessitating more coordination, system administration, and technical support to maintain performance and stability
 - **Broader vendor adaptation**
 - increase the need for engagement in demonstration, testing, documentation, certification and developer support to ensure successful implementation







CONCEPT PAPER AND FUNDING AMOUNT REVIEW

Chris Craig, FDOT

CONCEPT PAPERS RECEIVED



Agency	Project Title	Amount Requested	Applied for 402	Applied for 405(c)
FLHSMV	Crash and UTC Data Improvement	\$395,700	✓	✓
FLHSMV	Driver and Vehicle Data Quality Improvement	\$148,000	✓	✓
FLHSMV	DUI Centralized Repository Database	\$200,000	✓	
FDOH	Field Data Collection for NEMSIS	\$690,029	✓	✓
FSU	TraCS Support, Enhancement, and Training	\$1,079,020	✓	✓
FSU	ELVIS	\$560,807	✓	✓
UF	Expanding Accessibility, Utilization, and Data Integration of Signal Four Analytics	\$878,000	✓	✓
UF	Geolocation & Crash Diagramming to Improve Location, Timeliness, and Quality	\$684,000	✓	✓
TSC	TRCC Support	\$74,000	✓	
Total		\$4,709,556		

CONCEPT PAPERS RECEIVED



Agency	Project Title	FY 2025 Amount	FY 2026 Amount Requested
FLHSMV	Crash and UTC Data Improvement	\$673,000	\$395,700
FLHSMV	Driver and Vehicle Data Quality Improvement	\$148,000	\$148,000
FLHSMV	DUI Centralized Repository Database	\$0	\$200,000
FDOH	Field Data Collection for NEMSIS	\$528,000	\$690,029
FSU	TraCS Support, Enhancement, and Training	\$1,336,000	\$1,079,020
FSU	ELVIS	\$633,000	\$560,807
UF	Expanding Accessibility, Utilization, and Data Integration of Signal Four Analytics	\$882,000	\$878,000
UF	Geolocation & Crash Diagramming to Improve Location, Timeliness, and Quality	\$600,000	\$684,000
TSC	TRCC Support	\$69,000	\$74,000
Total		\$4,869,000	\$4,709,556

CRASH AND UTC DATA IMPROVEMENT FLHSMV

FY 26 vs FY 25

-\$277,300

FY 2025 Budget Items

– Personnel services:	\$383,200
– Contractual services	\$280,800
– Office Supplies:	\$1,000
– Travel (program):	\$3,500
– Travel (coalition):	\$3,500
– Computers/Supplies:	\$1,000
– Total Cost:	\$673,000

FY 2026 Budget Items

– Personnel services:	\$383,200
– Contractual services	-
– Office Supplies:	\$1,000
– Travel (program):	\$3,500
– Travel (coalition):	\$7,000
– Computers/Supplies:	\$1,000
– Total Cost:	\$395,700

DRIVER AND VEHICLE DATA QUALITY IMPROVEMENT FLHSMV

FY 26 vs FY 25

\$0

FY 2025 Budget Items

– Personnel services:	\$140,685
– Office Supplies:	\$315
– Travel (program):	\$3,500
– Travel (coalition):	\$3,500
– Total Cost:	\$148,000

FY 2026 Budget Items

– Personnel services:	\$140,685
– Office Supplies:	\$315
– Travel (program):	\$3,500
– Travel (coalition):	\$3,500
– Total Cost:	\$148,000

DUI CENTRALIZED REPOSITORY DATABASE FLHSMV



FY 2026 Budget Items

– Contractual Services	\$200,000
– Total Cost:	\$200,000

FIELD COLLECTION FOR NEMSIS

FDOH

FY 26 vs FY 25

+\$162,029

FY 2025 Budget Items

– Contractual services:	\$512,815
– Travel	\$15,185
– Total Cost:	\$528,000

FY 2026 Budget Items

– Contractual services:	\$511,565
– Travel	\$18,200
– Repository	\$150,000
– Computers/Supplies	\$10,264
– Total Cost:	\$690,029

TRACS SUPPORT, ENHANCEMENT, AND TRAINING FSU

FY 26 vs FY 25

~~-\$256,980~~

FY 2025 Budget Items

– Personnel services:	\$737,264
– Contractual services:	\$315,000
– Equipment	\$0
– Background Screening:	\$400
– Communication/Equipment	\$7,500
– Computer/Software:	\$47,000
– Office Supplies:	\$3,000
– Postage/Shipping:	\$100
– Travel (program):	\$7,500
– Display/Exhibit Fees:	\$2,500
– TraCS License:	\$103,960
– Indirect:	\$111,776
– Total Cost:	\$1,336,000

FY 2026 Budget Items

– Personnel services:	\$621,000
– Contractual services:	\$45,000
– Equipment	\$120,000
– Background Screening:	\$100
– Communication/Equipment	\$7,500
– Computer/Software:	\$84,000
– Office Supplies:	\$3,000
– Postage/Shipping:	\$100
– Travel (program):	\$10,000
– Display/Exhibit Fees:	\$2,500
– TraCS License:	\$108,750
– Indirect:	\$77,070
– Total Cost:	\$1,079,020

FY 2025 Budget Items

– Personnel services:	\$510,368
– Contractual Services:	\$10,000
– Computer/Software:	\$30,000
– Office Supplies:	\$2,000
– Travel (program):	\$15,100
– Display/Exhibit Fees:	\$2,625
– Communication/Equipment	\$5,600
– Postage/Shipping:	\$100
– Indirect:	\$57,207
– Total Cost:	\$633,000

FY 2026 Budget Items

– Personnel services:	\$444,852
– Contractual Services:	\$10,000
– Computer/Software:	\$30,000
– Office Supplies:	\$2,000
– Travel (program):	\$15,100
– Display/Exhibit Fees:	\$2,500
– Communication/Equipment	\$5,600
– Postage/Shipping:	\$100
– Indirect:	\$50,655
– Total Cost:	\$560,807

EXPANDING ACCESSIBILITY, UTILIZATION, AND DATA INTEGRATION OF S4 UF

FY 26 vs FY 25

-\$4,000

FY 2025 Budget Items

- Personnel services: \$782,697
- Travel (program): \$5,000
- Server/Network Support: \$14,000
- Training: \$4,496
- Indirect: \$75,807
- **Total Cost: \$882,000**

FY 2026 Budget Items

- Personnel services: \$774,458
- Travel (program): \$7,000
- Server/Network Support: \$14,000
- Training: \$4,500
- Indirect: \$78,042
- **Total Cost: \$878,000**

GEOLOCATION & CRASH DIAGRAMMING TO IMPROVE TIMELINESS AND QUALITY UF

FY 26 vs FY 25

+\$83,500

FY 2025 Budget Items

– Personnel services:	\$464,465
– Contractual Services	\$55,000
– Travel (program):	\$5,000
– Server/Network Support:	\$21,000
– Training:	\$3,808
– Indirect:	\$50,727
– Total Cost:	\$600,000

FY 2026 Budget Items

– Personnel services:	\$535,429
– Contractual services	\$60,000
– Travel (program):	\$5,000
– Server/Network Support:	\$21,000
– Training:	\$2,500
– Indirect:	\$59,571
– Total Cost:	\$683,500

TRAFFIC RECORDS COORDINATING COMMITTEE (TRCC) SUPPORT

TSC

FY 26 vs FY 25

+\$5,000

FY 2025 Budget Items

– Contractual services:	\$63,889
– Indirect:	\$5,111
– Total Cost:	\$69,000

FY 2026 Budget Items

– Contractual services:	\$70,000
– Indirect:	\$4,000
– Total Cost:	\$74,000

CONCEPT PAPERS RECEIVED



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FLHSMV	Crash and UTC Data Improvement	\$395,700	✓	✓
FLHSMV	Driver and Vehicle Data Quality Improvement	\$148,000	✓	✓
FLHSMV	DUI Centralized Repository Database	\$200,000	✓	
FDOH	Field Data Collection for NEMSIS	\$690,029	✓	✓
FSU	TraCS Support, Enhancement, and Training	\$1,079,020	✓	✓
FSU	ELVIS	\$560,807	✓	✓
UF	Expanding Accessibility, Utilization, and Data Integration of Signal Four Analytics	\$878,000	✓	✓
UF	Geolocation & Crash Diagramming to Improve Location, Timeliness, and Quality	\$684,000	✓	✓
TSC	TRCC Support	\$74,000	✓	
Total		\$4,709,556		

FY 2026 Anticipated 405(c) Budget: \$3,100,463.37

CONCEPT PAPERS RECEIVED



Agency	Project Title	Amount Requested	402 Suggested	405(c) Suggested
FLHSMV	Crash and UTC Data Improvement	\$395,700	\$395,700	
FLHSMV	Driver and Vehicle Data Quality Improvement	\$148,000		\$148,000
FLHSMV	DUI Centralized Repository Database	\$200,000	\$200,000	
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FSU	TraCS Support, Enhancement, and Training	\$1,079,020	\$1,079,020	
FSU	ELVIS	\$560,807		\$560,807
UF	Expanding Accessibility, Utilization, and Data Integration of Signal Four Analytics	\$878,000		\$878,000
UF	Geolocation & Crash Diagramming to Improve Location, Timeliness, and Quality	\$684,000		\$684,000
TSC	TRCC Support	\$74,000	\$74,000	
Totals			\$1,748,020	\$2,960,836
405(c) Amount Remaining				\$139,627



FINAL APPROVAL OF FUNDING AMOUNTS FOR SUBMITTED CONCEPT PAPERS

TRCC Executive Board

EXECUTIVE BOARD VOTING MEMBERS



- Beth Allman, FCCC (Chair)
- Major Lisa Barnett, FHP (Vice-Chair)
- Cpt. Steve Barrow, FL Sheriff's Association
 - Sgt. Kevin Tim (Proxy)
- Ty Carhart (Interim), FDOH
 - Luis Dominguez (Proxy)
- Brenda Young (Interim), FDOT
- Robert Kynoch, FLHSMV
 - Henry Rivera (Proxy)
- Deputy Chief Tonja Smith, Tallahassee Police Department
 - Major Vincent Boccio (Proxy)

CONCEPT PAPERS RECEIVED



Agency	Project Title	Amount Requested	402 Suggested	405(c) Suggested
FLHSMV	Crash and UTC Data Improvement	\$395,700	\$395,700	
FLHSMV	Driver and Vehicle Data Quality Improvement	\$148,000		\$148,000
FLHSMV	DUI Centralized Repository Database	\$200,000	\$200,000	
FDOH	Field Data Collection for NEMSIS	\$690,029		\$690,029
FSU	TraCS Support, Enhancement, and Training	\$1,079,020	\$1,079,020	
FSU	ELVIS	\$560,807		\$560,807
UF	Expanding Accessibility, Utilization, and Data Integration of Signal Four Analytics	\$878,000		\$878,000
UF	Geolocation & Crash Diagramming to Improve Location, Timeliness, and Quality	\$684,000		\$684,000
TSC	TRCC Support	\$74,000	\$74,000	
Totals			\$1,748,020	\$2,960,836
405(c) Amount Remaining				\$139,627



PROVIDER SUPPORT FOCUS GROUP DISCUSSION

Scott Lindsay, FLHSMV



Traffic Safety Systems Provider Focus Group

There must be high-quality traffic safety data

- Data gathered must be of the highest quality and be free of errors.
- 99.11% of traffic crash reports are submitted electronically.
- There are common, simple errors occurring in crash reports.
- Current crash data improvement efforts have been effective but have reached the point of diminishing returns.
- To save lives, we must make collecting traffic safety data easy and automatically error-free whenever and wherever possible.....the technology is there!

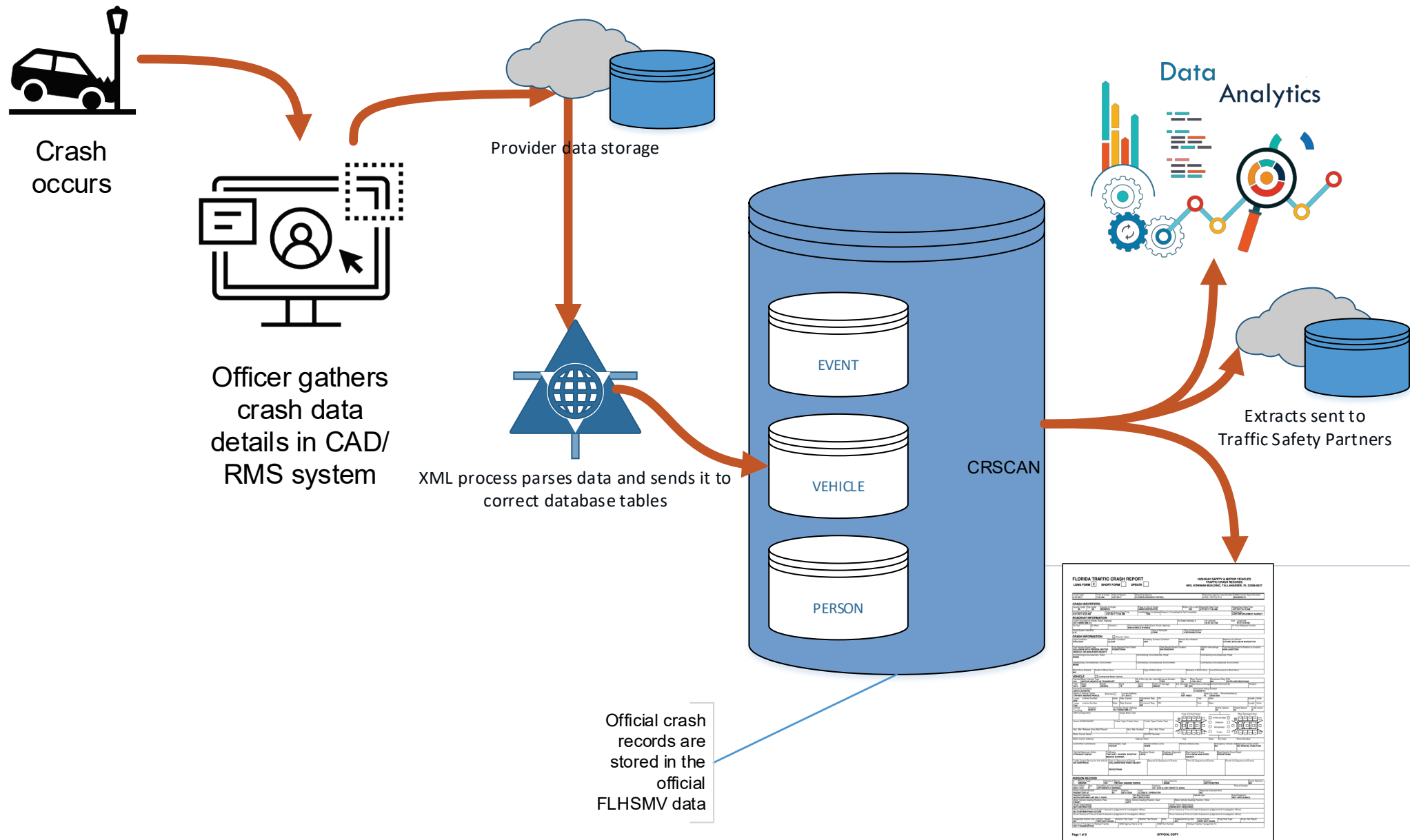
Current crash documentation and resources have limitations

- 1. Current crash manual is built around paper-based reporting not electronic data collection.**
- 2. Existing crash documentation is difficult to find and does not reference updated state laws or reflect current best practice guidelines from the State of Florida, NHTSA or other governing bodies.**
- 3. Crashes are investigated by law enforcement and the data is collected using software provided by vendors, there is limited software provider guidance.**

Goals

Foster a community of traffic safety software providers and stakeholders to:

- **Share best practices and data standards:**
- **Jointly design innovative solutions:**
- **Advocate for data-driven policies:**
- **Build trust and transparency:**



Some common errors:

A snapshot of the crash EVENT database table was taken representing crashes occurring from July 1, 2023, through October 28, 2024. During this period, 914,300 crash records were submitted.

1. 242,686 (26.5%) crashes have no geo-coding (Latitude and Longitude).
2. Significant anomalies with time sequence of crash records.
3. 70 Crash counties, 1,796 unique crash cities including 634 NULL values, (Florida has 411 cities according to the Florida League of Cities).
4. 410 Unique agency names. Several mismatches on agency type and agency name.

Proposed solution

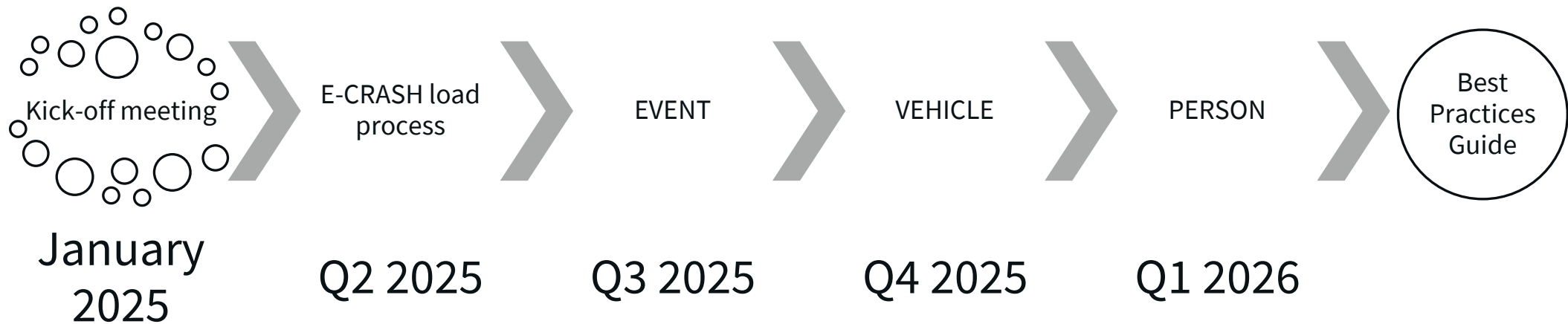
Create a Provider Support Focus Group with the traffic safety systems software providers and traffic safety stakeholders in the State of Florida

Develop a best practices guide for Florida crash reporting to streamline the crash reporting process and improve data accuracy.

Best practice guide will be based on Florida Statute, MMUCC guidelines and the crash manual.



Iterative approach



How will we benefit?

1. **Law Enforcement** – Improved accuracy and reduced time spent completing crash records through automation and system edits designed to eliminate errors and re-work of crash reports.
2. **Software Providers** – Improved software through unbiased feedback on quality of product in context of updated best practice guidance. Early access to information and discussions on crash record and repository modernization.
3. **Government** – Improved accuracy of data and reduced time correcting errors. Accurate data increases effectiveness of traffic safety countermeasures and information provided to policy makers.
4. **Public/Private Sector** – Safer roadways through practical application of high-quality data. Improved data accuracy leads to innovative data analysis and safety solutions.



PUBLIC COMMENT

Chris Craig, FDOT



WRAP UP AND NEXT STEPS

Chris Craig, FDOT

WRAP UP AND NEXT STEPS



- Upcoming TRCC Meetings
 - June 27th, 2025
 - September 19th, 2025



THANK YOU AND SAFE TRAVELS!