Traffic Records Coordinating Committee Meeting Report

February 4, 2022

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	AAMIDON@CAMSYS.COM	☒
Amy Pontillo	Systems Architect	FSU	AMYC@TRACSFLORIDA.ORG	☒
Angela Lynn	Program Manager	FLHSMV	AngelaLynn@flhsmv.gov	☒
Ben Jacobs	Crash Records and Research Admin.	FDOT	BENJAMIN.JACOBS@DOT.STATE.FL.US	☒
Beth Allman	Senior Manager	FCCC	ALLMAN@FLCLERKS.COM	☐
Bradley Perry	Bureau Chief of Records	FLHSMV	BradleyPerry@flhsmv.gov	☒
Brenda Clotfelter	EMSTARS Project Manager	FDOH	Brenda_Clotfelter@doh.state.fl.us	☒
Brian Watts	Manager, Performance and Trends	FDOT	Brian.Watts@dot.state.fl.us	☒
Chris Craig	Traffic Safety Admin.	FDOT	CHRIS.CRAIG@DOT.STATE.FL.US	☒
Danielle King	Operation Coordinator	FDOT	DANIELLE.KING@DOT.STATE.FL.US	☐
Danny Shopf	Transportation Analyst	Cambridge Systematics	DSHOPF@CAMSYS.COM	☒
David Brand	Law Enforcement Coordinator	FL Sheriffs Association	Dbrand@flsheriffs.org	☐
Dr. Ilir Bejliri	Associate Professor /Principal Instigator	UF	ILIR@UFL.EDU	☒
Ian Anderson	Data Sharing Project Manager	FDLE	IanAnderson@fdle.state.fl.us	☐
Jessica Andrews	UTC Program Manager	FLHSMV	JessicaAndrews@flhsmv.gov	☒
Joel Worrell	Transportation Data Inventory manager	FDOT	JOEL.WORRELL@DOT.STATE.FL.US	☐
Joey Gordon	Transportation Data Analysis Supervisor	FDOT	Joey.Gordon@dot.state.fl.us	☐

Name	Title	Organization	Email	
Larry Gowen	Chief Performance Officer	FLHSMV	LARRY.GOWEN@FLHSMV.GOV	☐
Captain Lisa Barnett	FHP Captain	FHP/FLHSMV	Lisabarnett@flhsmv.gov	☒
Dr. Lisa Spainhour	Professor / Principal Investigator	FSU, TraCS / ELVIS	SPAINHOU@ENG.FSU.EDU	☐
Lora Hollingsworth	Chief Safety Officer	FDOT	LORA.HOLLINGSWORTH@DOT.STATE.FL.US	☒
Chief Jeffery Dixon	FHP Chief	FHP / FLHSMV	Jeffreydixon@flhsmv.gov	☒
Margaret Edwards	System Administrator	ELVIS	MEDWARDS@ELVISFLORIDA.ORG	☒
Melissa Gonzalez	TRCC Coordinator	FDOT	MELISSA.GONZALEZ@DOT.STATE.FL.US	☒
Michele Snow	Program Manager	UF	Msnow@dcp.ufl.edu	☒
Mike Hall	EMS Administrator	FDOH	Mike.Hall@flhealth.gov	☒
Richie Frederick	Bureau Chief of Records	FLHSMV	RICHIEFREDERICK@FLHSMV.GOV	☒
Robert Kynoch	Division Director	FLHSMV	ROBERTKYNOCH@FLHSMV.GOV	☒
Dr. Rupert Giroux	Safety Data Coordinator	FDOT	RUPERT.GIROUX@DOT.STATE.FL.US	☒
Scott Lindsay	Chief Data Officer	FLHSMV	scottlindsay@flhsmv.gov	☒
Seth Bartee	Systems Administrator	FSU, TraCS	SETHB@TRACSFLORIDA.ORG	☒
Deputy Chief Tonja Smith	Deputy Chief	Tallahassee Police Department	Tonjab.smith@talgov.com	☒
Thomas Rast	Inventory Control Manager	FLHSMV	Coordinator@floridalel.info	☐
Tim Roberts	Law Enforcement Liaison, Program Coord.	FDOT	Coordinator@floridalel.info	☒
Tom Austin	Management Analyst	FLHSMV	THOMASAUSTIN@FLHSMV.GOV	☐
William Roseburgh	Business Intelligence Analyst	FHP	WilliamRoseburgh@flhsmv.gov	☒
Wilton Johnson	Crash Program Manager	FLHSMV	WiltonJohnson@flhsmv.gov	☐
Zoe Williams	Systems Architect	FSU, ELVIS	Zfaulkner@elvisflorida.org	☒

Others in Attendance:

- Ty Carhart
- Kim Chopinoski
- Kathleen Perry
- Jamie Ingalls
- Asher Lucas
- Phil Fender
- Chanyoung Lee
- Edie Peters
- Marco Cristofari
- Brenda Young
- Mark Dietrich

2.1   Meeting Summary

Welcome and Introductions   **Speaker: Melissa Gonzalez**

Melissa Gonzalez, TRCC Coordinator, welcomed attendees and thanked them for their participation. She asked participants to introduce themselves before reviewing the agenda. Captain Lisa Barnett, FHP/FLHSMV asked if there was a motion to approve the December 2021 Meeting Minutes. Robert Kynoch, FLHSMV, made a motion to approve and Deputy Tonja Smith, Tallahassee Police Department, seconded the motion. The December 2021 Meeting Minutes were approved unanimously.

Critical Updates on FY22 TR Projects   **Speakers: Goal Leaders**

FSU: Electronic License and Vehicle Information System (ELVIS)
Zoe Williams, FSU, gave an update on the ELIVS grant. She said 233 agencies use ELVIS with 25,563 user accounts. Additionally, she said there were 3,651,690 queries run this fiscal year. Lastly, she said there were approximately 913,000 queries per month with the approximately 63,000 queries per month increase from September. Zoe reviewed the FY21-22 objectives of

- Completeness and Uniformity

- Accuracy and Integration

- Accessibility

For the Completeness and Uniformity objective she said the text format is parsed out to RMS systems for clean input. She noted this takes up a lot of time due to Florida and other states changing output formats.

For the Accuracy and Integration objective Zoe said TraCS is the system's number one integration partner and is the source for a large number of exports. She said Mark 43 is implemented at Ft Myers Police Department, Miami Gardens Police Department, and Miramar Police Department. Testing for integration with LexisNexis is nearing completion with implementation to occur with Miami Beach Police Department during the month of February. The ELVIS team is looking at improving hardware and cloud services as they have active directory services to reduce the efforts needed to manage

active users. Managing users is critical to the FBI and FDLE to ensure log retentions up to 2 years are in place for compliance requirements. In order to meet Florida's public records request statute for log retentions (6 years), law enforcement agencies have been asked to maintain logs for back-up purposes. Several agencies have discovered ELVIS through a clickable button in the FINDER user interface. There is an opportunity to integrate FINDER and ELVIS in the future.

For the Accessibility objective Zoe said new agencies added since the previous quarter include the Escambia County Sheriff' Office, the Lee County Port Authority Police Department, and the Department of Financial Services' Division of Investigation and Forensic Services. She said the secondary backup site at the Seminole County Police Department is scheduled for 2022. The team continues to expand API to support additional vendors and standardized exports such as NIBRS/FIBRS and NCIC code values.

Zoe said that looking ahead to FY22-23 the team will maintain the same objectives. She noted that a significant amount time is spent maintaining ELVIS with security logs and updates, and that maintaining up to date parser fixes make up the bulk of the team's maintenance work.

She said the number one requested feature is the ability to run driver history through FCIC/NCIC. Florida driver history is only available through DAVID. She noted that agencies would like a more streamlined interface. She referenced that Florida, New Jersey, and Illinois are the only states without integration of driver history records through FCIC/NCIC interfaces. ELVIS usage overtime has increased from 39 law enforcement agencies with 3,667 user accounts in 2016 to 233 agencies with 25,563 user accounts as of February 2022. She noted the cost per user of ELVIS has declined dramatically since 2016 and currently costs about $20 per user per year.

Participants had the following questions and comments:

- Melissa asked if the servers TraCS no longer needs after transitioning to a cloud-based environment would be viable for the ELVIS hardware needs.

    o The old TraCS hardware could be used, not sure yet.

    o Margaret Edwards said the team needs to sync up storage times to pull data.

- Melissa asked Zoe to clarify the log retention period requirements by FDLE and the FBI.

    o The standard is two years for standard records request. Ongoing investigation records must be maintained regardless of time frame. ELVIS current has a running six-year log.

Crash and UTC Data Improvement: FLHSMV

Philip Fender, FLHSMV, gave an update on the Crash & UTC Data Improvement Project. He said the team is comparing law enforcement, FDOT, and Signal Four data to improve location accuracy. For the sample-based audit objective, he said the team is reviewing 3,600 reports across 114 Law Enforcement Agencies (LEAs). Of those crash reports, 10 percent make up the sample audit base. He said the team has been coordinating with stakeholders to offer trainings on crash and UTC reporting. The team is also developing a citation and adjudication survey for stakeholder feedback on understanding best practices to improve accessibility of this data.

Jessica Andrews, FLHSMV, gave an overview of the upcoming grant concept paper. She said the team intends to expand its crash data dictionary and manual to include validation checks and edits and to establish performance metrics on driver and vehicle data user interfaces used for crash data reporting. The team is also looking at data quality before implementation of the State-to-State Verification

System supported by AAMVA. Melissa thanked Jessica for the reminder.

Driver and Vehicle Data Quality Improvement: FLHSMV

Angela Lynn, FLHSMV, gave an update on the Driver and Vehicle Data Quality Improvement grant. She said the grant was submitted as a direct result of the recommendations in the recent NHTSA TRCC assessment. The purpose of FY22 grant is to establish quality procedures for driver and vehicle systems, identify where data quality improvements can be made, and develop strategies to address data quality improvements with monitoring and tracking to establish performance measures. She noted the grant included funding for one OPS position. The position has been advertised and is currently under review.

Field Data Collection for NEMSIS: FDOH

Brenda Clotfelter, FDOH, gave an update on the Field Data Collection for NEMSIS grant. She reviewed the FY 21/22 grant objectives of:

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

For the completeness objective she said the number of agencies submitting to the state incident level repository increased by .49 percent to 76.49 percent since the previous quarter. She said 98.68 percent of EMS emergency run reports are submitted to the state repository. The team intends to modify this objective to measure other factors.

For the uniformity objective there was a 0.57 percent increase in the percent of EMS emergency run reports submitted in compliance with NEMSIS Version 3. Currently, there is one agency using the old version of NEMSIS. The team is working with vendors to encourage all agencies to adopt the current version of NEMSIS. She said the goal over the past eight months has been updating the data dictionary. The dictionary was voted on in December 2021. The first component includes data submission policy changes. The changes will allow for submissions to occur monthly as opposed to annually. There is not a full EMSAC meeting until June, but there will be a vote for final adoption in February.

For the accuracy objective Brenda said that the overall NEMSIS data quality is 91 percent with Cause of Injury and Clinical Times recorded having the lowest data quality percentages.

There has been a 2 percent increase for the timeliness objective since December.

For the integration objective there is a goal of updating two additional data sources to the EMS state repository. She said she would like to revisit crash records automation into Biospatial. The ODMAP, overdose mapping system, EMS providers have record that can be input, but there were problems with reporting duplicates, integration has been implemented, but is being reviewed. Trauma data is in Biospatial, but it is not currently linked. Biospatial continues to be used for repository and data accessibility. She said she would like to demonstrate it at another TRCC meeting. Site inspections are now based on EMS measures. Melissa said the September meeting could potentially include a demonstration.

Brenda reviewed the proposed NEMSIS FY 22/23 concept paper objectives. The uniformity goal may change so that 50 percent of emergency run reports are submitted with compliance of NEMSIS version 3.5 by September 30, 2023.

She said she wanted to create new accessibility objectives, the drafting of which are currently in progress. She said she would like to work with TRCC member agencies for their respective accessibility needs. She said there will be a $1,570 increase in the project's budget and noted that the project is fully staffed.

Participants had the following questions and comments:

- Melissa asked if there was a baseline measurement for the 50 percent uniformity goal.
    - Brenda said since this is a new proposed objective the baselines is at zero.
- The question was asked on the future of EMS data integration with S4 Analytics.
    - Brenda said that Signal Four is currently not integrated and there needs to be a business case for approval of EMS data exchange with Signal Four before it will be presented before the EMS data committee.
    - Melissa said that would have been done under Phase II of the Cloud Project, but that project is currently postponed.
    - Chris Craig, FDOT, said the cloud project is under review and is awaiting an executive decision.
    - Melissa emphasized that she wants to make sure the business case is done right.
- Melissa asked if the accuracy of the data quality score was similar to other states?
    - Florida is above average compared to other states. Brenda will find this information which she will present at a future meeting.

TraCS Support, Enhancement, and Training: FSU

Amy Pontillo, FSU, gave an update on the TraCS Support, Enhancement, and Training grant. She introduced the TraCS team and noted that the team is in the process of hiring a junior developer. She said TraCS recently passed the 26,000-user mark providing support to 195 agencies. In the previous quarter the numbers of users increased by 150 and three new agencies began utilizing TraCS. She said TraCS has a 99.99 percent load success rate and handles 37.34 percent of the total statewide crashes. Over the last quarter an additional 5,344 crash reports were loaded with a 1.23 percent statewide crash increase. She noted that the average load time has decreased by 1.2 days and that 99.4 percent of agencies are mandated to use the S4 geolocation tool for crash reporting and 13.5 percent have mandated the tool for citation reporting. TraCS continues to integrate into ELVIS for FCIC/NCIC data and the geolocation tool. The team is reporting data to LInX and FINDER through FDLE. TraCS remains housed at its primary hosting site by Digital Systems Management (DSM) and maintains a physical backup site at the Panama City Police Department (full back-ups conducted nightly). Amy reviewed the grant objectives of:

- Timeliness
- Accuracy
- Completeness

- Uniformity
- Integration
- Accessibility

For the timeliness objectives she said the TraCS team set up automation notifications to improve average delay time. This was implemented for hosted agencies only to remind officers daily to submit unfinish reports.

She said the accuracy objective measure has been consistent with a 99.99 percent load success rate of 69,862 crash reports loaded for Quarter 1.

For the completeness objective 69,862 crash reports were loaded in Quarter 1 consisting of 37.34 percent of statewide crashes. She said the team has set the goal to maintain or increase the percentage of statewide citation reports submitted through TraCS, but noted that is currently not trackable.

For the uniformity objective, the team ensures edit checks are consistent and that reports do not have inputs that cannot be loaded. Amy suggested that comparing the number of agencies using the two different citation versions could be used as a measure for next year's objective. Richie Frederick, FLHSMV, said the citations central repository will enable such a comparative measure once it is launched and can also provide timeliness measures of the data submissions.

For the integration objective Amy said only five agencies are not using the geolocation tool for crash reports. She said 155 agencies are using TraCS for citations, some of which are still handwriting citation reports as some county clerks do not have the capability for electronic submission. She said the team would like to increase the number of agencies using the S4 geolocation tool for citations. She said another potential measure for this objective could be to show NCIC interfaces. She then displayed LInX/FINDER data participation-42 agencies sharing data through LInX and 9 through FINDER.

For the accessibility objective Amy said TraCS is maintaining the primary data hosting site for 158 agencies at DSM. She said that for next year the team is looking to expand what kind of reports help agencies perform their job duties, include ad hoc tools, how users are using data, and how reporting needs are being met. New agencies added in the last quarter include the Bradenton Police Department, Bunnell Police Department, Lake Helen Police Department, Liberty County Sheriff's Office, University of North Florida Campus Police Department, and Fort Pierce Police Department.

Amy said that FY 21-22 developments would include the integration of the Drug Recognition Expert form with an integration target of 2023. Integrating the Signal Four diagram tool would be monumental as it works in coordination with the geolocation tool, allowing for a better way to handle relaying test data.

Amy said that FY 21-22 support activities would include the transitioning of agencies to the new UTC, which will be dependent on the clerks' ability to transmit using TCATS 6.1 She said the TraCS website has the three most recent webinars posted. She noted that support requests increased by 6,335 from 2020-2021 and that support requests have increased by 2,000 already this fiscal year.

Amy provided some highlights for the upcoming year. She said TraCS is hiring an OPS support position, the Signal Four diagram tool integration will be piloted, and agencies will be transitioned to Version 3 of the S4 geolocation tool, as well as the new crash reports from the 6th edition of the MMUCC.

Participants had the following questions and comments:

- Melissa asked about the status of the larger agencies adopting TraCS.

  - Amy said the some larger agencies have signed on but have not come online yet. She said bigger agencies will not want to use TraCS until the interface with the records management system vendor is complete.

- Melissa asked if Chris could provide context on moving forward on the DRE pilot.

  - Chris said a county was approached but ultimately was not a good fit for the pilot needs. He said another county is being considered. He emphasized the importance of timeliness submissions of DRE data to the national database to avoid potential certification issues. The pilot will ensure everything works as intended before going live.

- Chris said having 195 agencies on board is significant. The Law Enforcement Liaison program coordinates with LEAs that are involved in traffic safety enforcement. He said that of the 400 Law Enforcement Agencies in Florida, approximately 240 engage in traffic safety enforcement meaning TraCS provides support to a substantial majority of relevant LEAs.

- Melissa asked if the OPS position would be full or part time.

  - Amy said she would like for the position to be full time,

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

Dr. Ilir Bejleri, UF gave an update on the Expanding Accessibility, Utilization, and Data Integration of the Signal Four Analytics grant. He said Signal Four continues to grow its user base and currently has 730 agencies with 4,589 users. He noted that some users continue to use the older system. He said unique page views of the public dashboard jumped considerably starting in October continuing a trend of increased usage. He highlighted several of the new features discussed previously, including aerial photography, grayscale, default, and satellite base maps, improved user management functionality, and intersection filters that allow users to search crashes by street name. The team continues to work on special administrative role functionality as part of final implementation. He said the network analysis is being finalized and testing has completed for the time disclaimer to be added to the banner illustrating when data was uploaded will be posted next week. The next task will be to address saved queries. He estimated this work to be completed in 6-8 weeks. He said the citation filters are to be determined.

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

Dr. Ilir Beljiri gave an update on the Geolocation-Based Crash Diagramming and FDOT Crash Mapping to Improve Crash Location Timeliness and Quality grant. He discussed the features listed last meeting. All items listed are implemented and operational. Items in progress include, freehand and annotation tools, image cropping for saving the diagram, additional icons for participants, adding directional arrow icons, bug fixes adjustments, and extensive testing. He emphasized it will not be the final diagram in that officers can edit the diagram before finalizing. He said he would like to demonstrate the tool if completed before the next meeting. Looking ahead, he said there will be an improved version in two to three months.

He discussed the second task of the grant, geolocation consolidation to unify location processes amongst FDOT, S4, and LEA. He said it will be in one place for post report geolocation. Activities completed include the completion of the administration screen. The second and largest portion of the second task is the editor queue which is used to review, adjust, verify, and locate crashes as needed.

Current activities include improving the pool management screen. He said the new version is in final stages of internal testing (editor/admin user interface) and will be ready for FDOT to test soon.

Participants had the following questions and comments

- Melissa asked if the whole project is entirely web based.

  - Ilir said FDOT editors would log in at the same dashboard. Once logged in, editors would have administrator and editor screens. The plan is to be embedded and seamless within Signal Four, to reduce number of passwords, privileges, and access, while maintaining a consistent user experience.

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

Dr. Ilir Bejiri gave an update on the Unified and Sustainable Solution to Improve Geolocation Accuracy and Timeliness of Crashes and Citations grant. He said 91 percent of TraCS agencies are using the Geolocation tool. He noted that some agencies are using version two and that the team is working to have all agencies utilizing version three. The team has hired a technical support position for training and outreach using the tool. One of the roles of the position is reaching out to agencies still using version two to get them to migrate to version three. The team continues to provide statistics to FLHSMV. The team is monitoring the use of the tool recently integrated with SmartCOP being utilized by the Jacksonville Sheriff's Office. He said the integration is promising with a quarterly report forthcoming in February. He said the goal will be to reach out to other SmartCOP agencies, noting that reaching 50 percent integration with SmartCOP will be a significant milestone.

Participants had the following questions and comments:

- Amy said her team has all agencies TraCS hosts transitioning to version three of the geolocation tool. She said the remaining agencies that are not hosted by TraCS are the next priority.

Central Crash Data Repository and Improved Crash Data Quality: UF

Dr. Ilir Bejliri gave an update on the Central Data Repository and Improved Crash Data Quality Grant. He reviewed the primary tasks of the project. Task 1 is synchronization of FLHSMV and Signal Four Crash databases. Synchronization consists of two actions, light and full synchronization. Light synchronization continues through work with FLHSMV. Full synchronization will require 30 variables to be calculated and compared. The expectation is that if the queries match, full synchronization has been achieved. He noted full synchronization is ongoing and will update on this component of Task 1's progress soon. He showed the latest comparison report, which shows comparisons at a high level. The differences were highlighted. Despite millions of records there were only ten to thirty discrepancies across 10 years of data. Addressing the remaining discrepancies is where full synchronization becomes critical.

Task 2 is to eliminate duplicate storage of crash reports so that all reports are stored in a central location at FLHSMV. FLHSMV has provided the image service to stream individual and batch report images from their servers. He said the team is currently testing image handling to load into Signal Four analytics.

Task 3 is related to crash diagram storage to support LEA submissions of high-resolution aerial photography images.. He noted that the maintenance of the quality of these images is critical to the FDOT location verification process. This task is ongoing and in progress.

Participants had the following questions and comments:

- Melissa asked if web image service might help Brenda's case, but emphasized Brenda would need the raw data, not scans.

  - Richie said he is monitoring a legislative bill that would allow FDOH access to the crash data in a timelier manner.

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

Dr. Ilir Bejliri said that while not funded by the TRCC, the FDOT Crash Analysis and Reporting (CAR) System Rewrite is an important step to improving the consolidation of data, analytics, and reporting into one system, S4 Analytics. He said this is a longer-term project with more extensive requirements. The security plan has been completed and is currently under review. Preparation for mockups of annual summary reports is starting. He noted a big structural change is to support FLARIS 2.1, which is the street network used by the FDOT Safety Office and UF. The FDOT Safety Office will be maintaining a database to underscore CAR and Signal Four functionality. He said future tasks include developing a traceability matrix, importing FDOT historic data, and extensive testing. Eventually, the team would like to use predictive analysis, which is more complex, but extremely useful for Signal 4 users. However, the first step is creating an advisory group and committee.

Participants had the following questions and comments:

- Chris added that Tennessee used predictive analysis, might be worthwhile to reach out to see what methodology they use. Ilir said they would be very interested, and one activity once committee is in place to look at other state examples. He highlighted Connecticut as a potential use case.

- Melissa asked Ilir to include Brian Watts, FDOT, in these discussions.

TraCS Demonstration

Amy Pontillo, FSU, gave a demonstration of the TraCS reporting capabilities and user interfaces currently integrated. She displayed the crash report form, navigated to the Signal Four geolocation tool, and also displayed the demo site for ELVIS, running a test tag number to show driver and vehicle data being exported. She showed how to fill out a ticket form. She emphasized the importance of reducing redundant data entry. She discussed the vehicle tow and storage receipt which expedites clearing the roadway as quickly as possible. She noted that the longest part of the report is filling out the diagram to emphasize why the integration with the Signal Four diagram is significant.She showed the main highlights and integration features. She displayed the standard reports list which TraCS pull statistics from. She said analysis reports are created and available to all agencies. She said TraCS linked crash elements to the crash manual, with all but seven or eight, to assist officers in filling a report. She said it also links to the UTC manual.

Federal Reporting Requirements: MIRE FDE

Melissa Gonzalez, TRCC coordinator, provided a high-level overview of federal requirements for Model Inventory of Roadway Elements (MIRE) Fundamental Data Elements (FDE). She said the requirements started as part of the federal MAP-21 legislation and that the FAST Act required the elements to be in

the Traffic Records Strategic Plan by 2017. The requirements stipulate that states shall have access to complete collection of MIRE FDE on all public roads by September 30, 2026.

The Fundamental Data Elements are the recommended listing of roadway characteristics and traffic inventory critical to safety management. These elements should be linked by a linear referencing system (latitude/longitude) or basemap.. The MIRE FDE consists of 37 elements are a subset of 205 MIRE elements. She noted there are challenges collecting all 37 elements, but that FHWA tiered the elements based on functional classification and surface type. This tiered system has 3 categories: state paved roads, local paved roads, and unpaved roads. Unpaved roads do not need to be included since no federal funds are spent on unpaved roads at this time.

She said 15 percent of Florida's roads are available as part of the Roadway Characteristic Inventory (RCI) through the FDOT Transportation and Data Analytics Office. She noted the RCI database only contains information on state-maintained roadways FLARIS aims to fill the 85 percent gap in the RCI inventorythrough the FLARIS/ARBM contract that has tasks aligned to FHWA's MIRE guidance.
The tasks include geo-editing, training and support for MIRE, reviewing and monitoring efforts of other FDOT functional units assisting with collection of MIRE attributes. She said partnering on where to run analyses and what platform to link data will be necessary.

Participants had the following questions and comments:
- Scott Lindsay, FLHSMV, asked what the current 37 elements are and if they are available as a list.

    o Melissa provided a quick view of some of the elements so the TRCC could see them. She displayed the data dictionary for what will need to be collected. Items to be collected are based off of roadway segment, intersection, and interchange. The table for local roadways consists of 9 elements but Marco Cristofari, who is in charge of the project, said to consider attributes beyond the 9 elements for traffic safety analysis.

    o Dr. Rupert Grioux, FDOT, provided the following link for more information: https://safety.fhwa.dot.gov/rsdp/mire.aspx

- Benjamin Jacobs, FDOT, said based on centerline miles (i.e. length of roadway not considering number of lanes) FDOT actively maintains about 10 percent of the miles of roadway in the state and collects sample inventory on another 20 percent of centerline miles. The remaining 70 percent of centerline miles of roadway are classified by Functional Class as "local". Last he looked, the total mileage was around 120,000 miles of roadway. He noted that 50 percent of crashes occur on the 10 percent of roadways maintained by FDOT.

Open Forum: Stakeholder & Member Updates and Sharing

- Chris Craig said there is federal level discussion concerning the tracking of race in crash reports and citations. He said there are no requirements yet but is something the team is monitoring for potential implications moving forward.

- Melissa asked if for the purpose of the MMUCC revisions if FLHSMV is tracking race.

    o Richie said it would need to be looked at across all systems.

    o Amy said TraCS will collect the data with stakeholder approval.

- o   Chris said other state partners are also looking across state systems.

- Seth Bartee, FSU, asked if the draft legislation would require that crash data cannot be submitted to parties besides FLHSMV.

  - o   Richie said that if this does pass, it is likely that everyone that currently has access would retain access as would other government agencies. He said it would depend on how the MOUs between third party vendors are written, but this could require vendors like LexisNexis or Carfax to provide a business case to receive the data. Access can be granted should the entity be DPPA exempt.

Public Comment

There were no comments from the public.

TRCC Next Steps   **Speaker: Melissa Gonzalez**

Upcoming Meetings:

- 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

Adjourn

The February 4, 2022 meeting adjourned at 12:10pm.