# *Florida's Traffic Records Coordinating Committee*

*Status of FY19 Projects and Critical Updates on Current TR Projects*

presented to

TRCC

**September 7, 2018**

# Critical Updates on TR Projects

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TRCC

# Current Status of TRCC FY19 Projects

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# FY19 Approved Submissions

| Agency | Projects | Amount Awarded |
|---|---|---|
| DOH | Field Data Collection for NEMSIS Compliance | $366,555 |
| DHSMV | Crash and UTC Data Improvement | $118,114 |
| UF | Expanding Accessibility, Utilization, and Data Integration of Signal Four Analytics | $329,933 |
| UF | Unified and Sustainable Solution to Improve Geo-Location Accuracy and Timeliness of Crashes | $167,241 |
| FSU | TraCS Support & Enhancement | $900,400 |
| FSU | ELVIS *(402 Funds)* | $511,584 |

| Section 405(c) | Section 402 | Total TR Amount |
|---|---|---|
| $1,882,243 | $511,584 | $2,393,827 |

# FY19 HSP / 405c Application

**Quantitative Progress Report**

Submitted for pre-approval 4/26/18
Approval received July w/State Application

| Performance Measure | Baseline 4/1/ 2016 to 3/31/2017 | Baseline Average | Current 4/1/2017 to 3/31/2018 | Current Average | Improvement |
|---|---|---|---|---|---|
| The average percent of accurately located e-crash reports submitted into the DHSMV Crash Master Database by LEAs using the Geo-Location tool. | E-Crash Reports Located: 56,763 of 661,245 | 8.58% | E-Crash Reports Located: 72,072 of 683,366 | 10.55% | **1.97%** |
| The percentage of crash reports entered into the DHSMV Crash Master Database within 10 days after the crash. | Submitted within 10 days: 509,951 of 686,253 | 74.31% | Submitted within 10 days: 550,523 of 684,374 | 80.44% | **6.13%** |

# Go Team Phase II

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TRCC
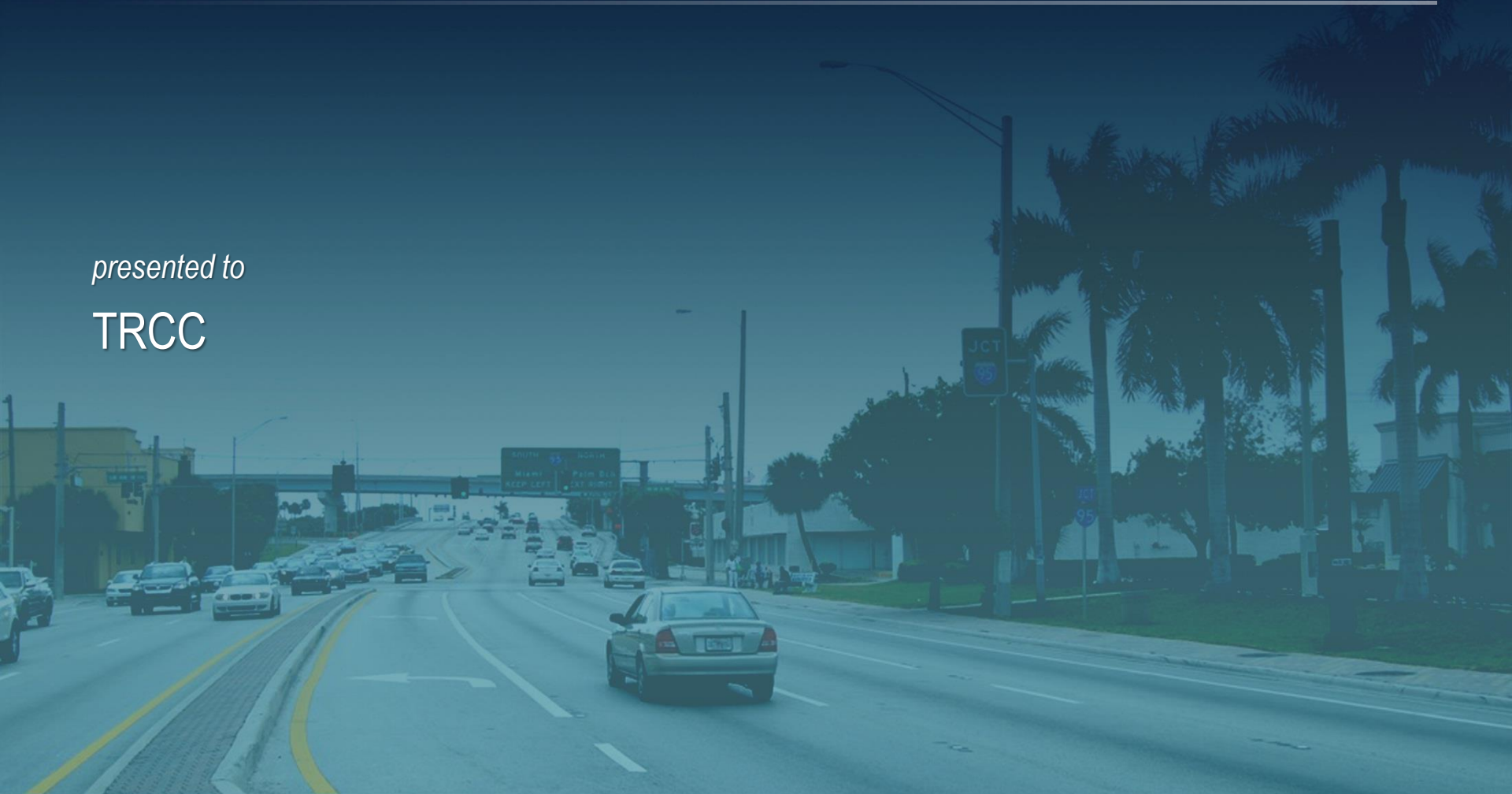
Team Members

- Mr. Jack Benac-

  - Lead for Michigan's crash system development; experience with integration and data linkage; participated on the new TR assessment process

- Mr. Tim Kerns-

  - Database Engineer at the Univ. of Maryland; highly involved in TRCC and Highway Safety; previous Go Team experience and was an assessor from our last TR Assessment

- Received 90 hours per person to work on project

# *Finalized Work Plan*

- Scope was ambitious but possible to complete if Florida's Stakeholders and TRCC took on responsibilities for:

    - User Survey's management and collection of responses

    - GAP Analysis

- TRCC's EB voted via email for the assembly of a Go Team Subcommittee to assist

    Subcommittee members are:

    Brenda Clotfelter

    Josh Sturms

    Stephanie Duhart

    Richie Frederick

    Tom Austin

    Ilir Bejleri

    Ben Jacobs

- Subcommittee, Jack and Tim provided reviews and edits to user survey and will provide insight for the development of the GAP Analysis

# *Go Team Time Frame*

Important Dates

- Pre-Kick-Off Meeting: 7/16/18

- Kick-Off Meeting: 7/30/18

- User Survey timeframe: 9/17-9/28

  Pre-Survey Email: 9/11

  Subcommittee Survey "Pre-Test": 9/11 & 9/12

  Reminders: 9/21 & 9/26

- On-Site Visit: 10/17/18-10/19/18 at the Florida Sheriff's Association

- Review and Evaluation of Findings: December (tentative)

- Draft Report: 1/31/2019

- Final Report: 2/28/2019

## Onsite-Visit (Round Table Format)

All stakeholders (data system owners/SMEs) and Go Team will meet for 3 days. This format will allow for clear understandings in the questions being asked and give everyone the opportunity to understand capabilities of each crash data system. This insight is critical to the GAP analysis.

Day 1

NHTSA MMUCC Mapping Webinar

Section 1: Identify User Needs/Expectations

Day 2

Section 2: Crash System Comparison

Section 3: Integration

Day 3

Section 4: Identify/Analyze Costs for each system

Section 5: Data Sharing

# NHTSA/GHSA MMUCC Mapping

- This methodology standardized how States compare both their crash reports and crash databases to MMUCC with the use of mapping rules.

- States can identify how closely their State crash reports and crash databases follow the MMUCC Guideline to establish a baseline of conformance.

- States can benefit from the knowledge gained through the MMUCC mapping by
  - a) knowing how their data elements and attributes compare to the set developed by a national team of experts
  - b) identifying the elements and attributes that could be shared and compared in national crash databases

# *Mapping to MMUCC Methodology*

- Collect State documentation

- Build State crash database structure in the Traffic Records Improvement Program Reporting System (TRIPRS)

- Map State crash structure to MMUCC following MMUCC Mapping Rules

- Provide draft mapping

- Host report out webinar, get clarifications and answer questions (ON-SITE VISIT)

- Finalize mapping report and submit to State

# *Common Issues Encountered*

Documentation troubles

       - Outdated, Incomplete, Missing Info

System Discrepancies

       - Crash report updated without the State crash database also being updated to match
        or vice versa

Element 'Level' Variance

       - States collecting elements at a higher level than stipulated in the MMUCC standard
       (e.g. collecting vehicle or person-level elements at the crash level instead)

# MMUCC Mapping Possibilities

- Examine how States' alignment to MMUCC effects the quality of NHTSA data; check for correlation between alignment to MMUCC attributes and missing data in FARS and CRSS

- Review States' crash DB structures for patterns (what is available, what is not, what are common variances from the standard)

- Examine States' use of Section 405(c) funds and alignment to MMUCC

- Commit resources to update the MMUCC Mapping results annually to capture changes States make to their crash data

Hear more at the On-site Visit on 10/17

- 1 hour webinar

- Very detailed level of findings

## Identify User Needs/Expectations

- Determine registered users for each system

- Review data use agreements for each system

- Develop and implement a survey seeking users' information on:

  - Job roles/responsibilities

  - Access Levels

  - Reports and data used and needed

  - Functionality (tools, appearance, satisfaction, etc.)

  - IT Support and Training satisfaction

  - Identify which elements are being used for decision making

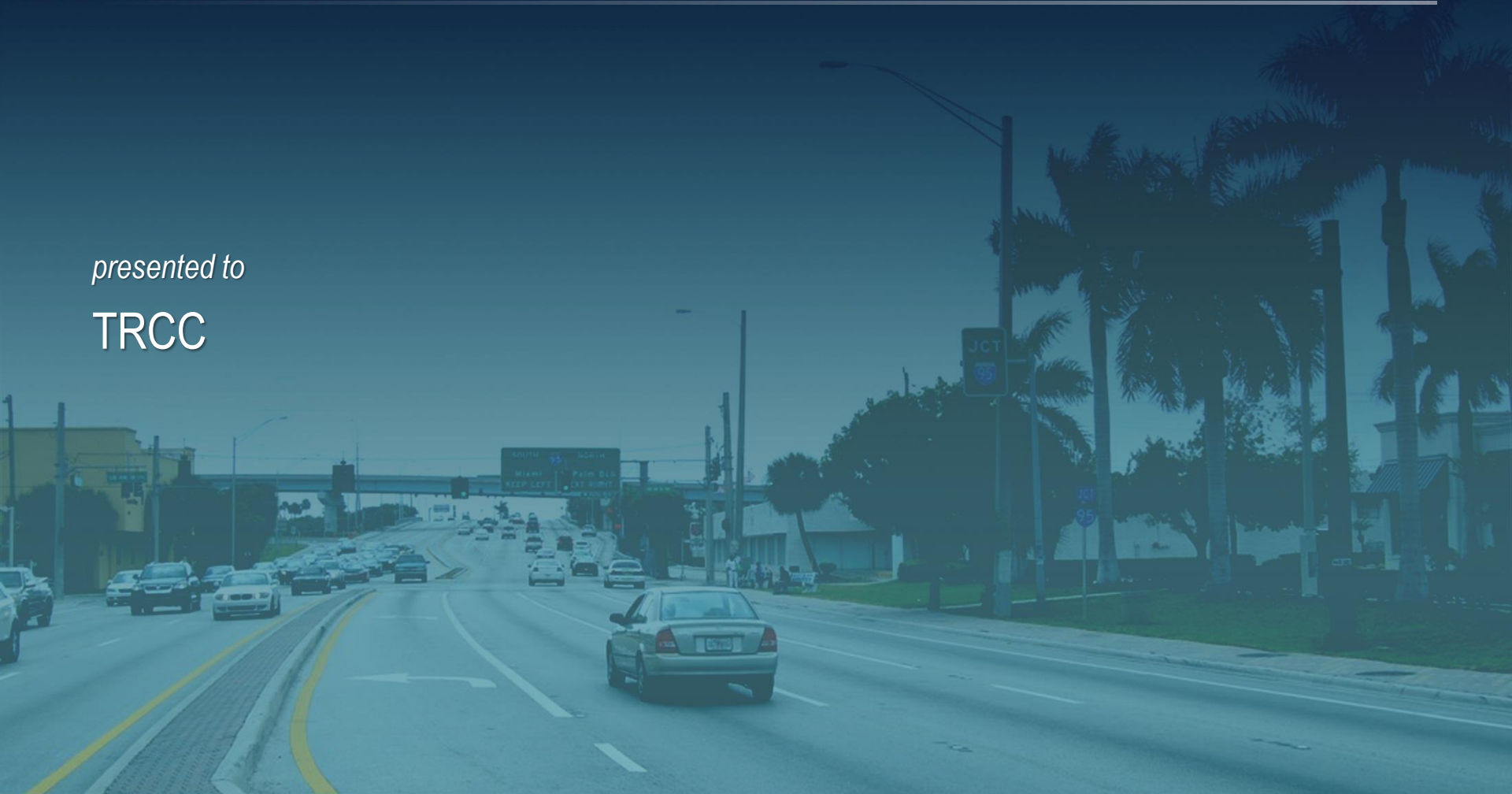  - Other information needed but not available

# Agency Data System Updates

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# Next Steps

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## Future Meeting Dates

**December 7, 2018**
Critical Updates on Traffic Records Projects
Location: FDOT, Auditorium

**April 5, 2019**
Executive Board Meeting: FY19 Projects (VOTING)

**Future Date TBD**
Application Review Subcommittee Meeting: FY19 Projects

**Future Date TBD**
Status of FY19 Projects/Critical updates on current TR Projects

# Meeting Adjourned

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