

Florida's Traffic Records Coordinating Committee

Status of FY20 Projects and Critical Updates on Current TR Projects

presented to
TRCC

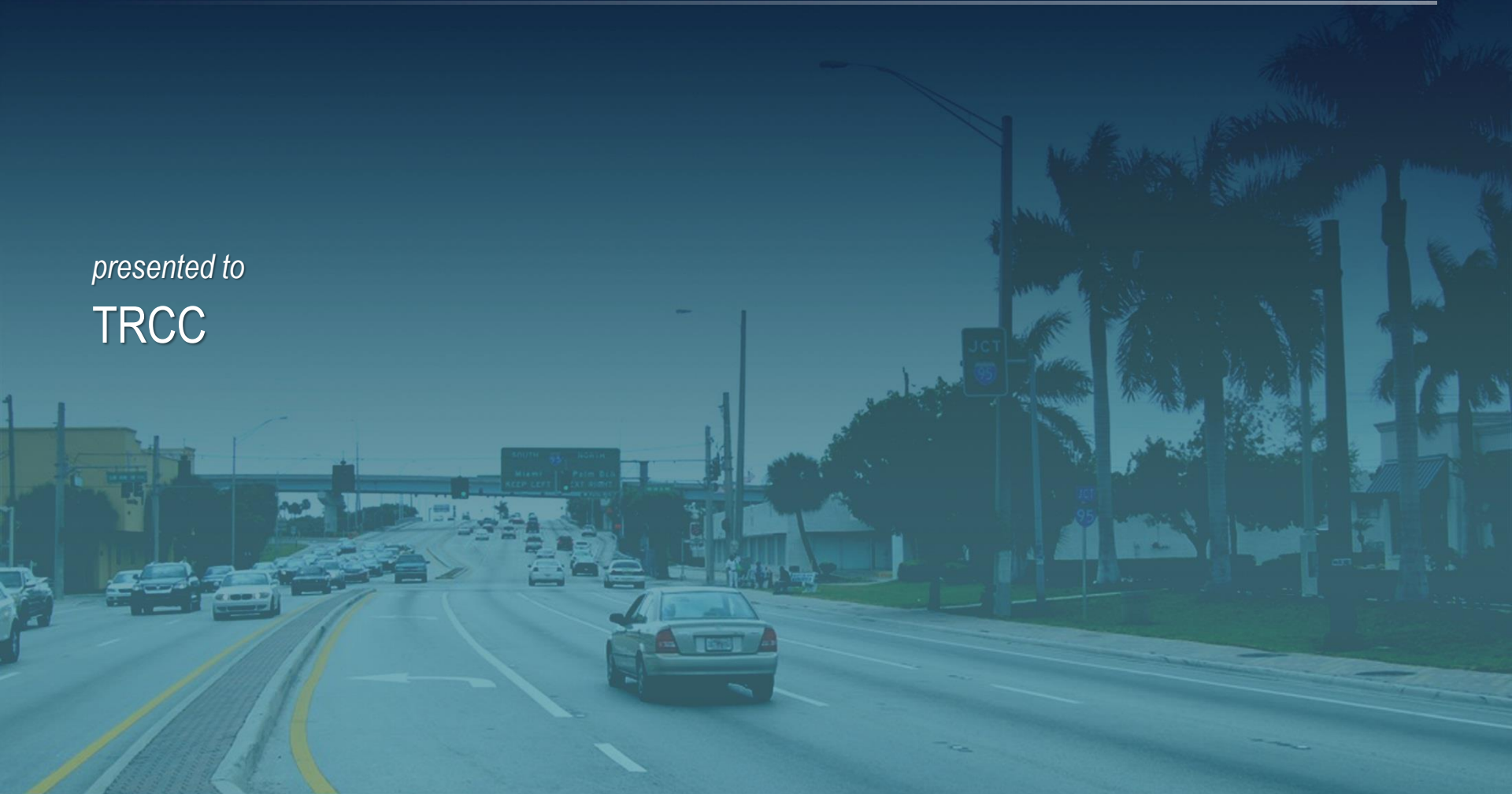
September 13, 2019

Critical Updates on Current TR Projects

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Status of TRCC FY20 Projects

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FY20 APPROVED SUBMISSIONS

Agency	Projects	Award Amount
DOH	Field Data Collection for NEMSIS	\$439,955
DHSMV	Crash and UTC Data Improvement	\$124,594
UF	Expanding Accessibility, Utilization, and Data Integration of Signal Four Analytics	\$377,418
UF	Unified and Sustainable Solution to Improve Geo-Location Accuracy and Timeliness of Crashes and Citations	\$168,567
FSU	TraCS Support, Enhancement, and Training	\$871,000
FSU	ELVIS <i>(Section 402 funds) w/caveat for secondary site</i>	\$518,833
TCC	TRCC Support <i>(Section 402 funds)</i>	\$27,500

Section 405(c)	Section 402	Total TR Amount
\$1,981,534	\$546,333	\$2,527,867

HSP & State Application / Subgrant Submission

Status

Highway Safety Plan- Approved by NHTSA

Quantitative Progress Report- Approved by NHTSA

State 405(c) Application- Approved by NHTSA

Highway Traffic Safety Subgrant Management System

Award Letters were mailed out earlier this week and will be in your inboxes within the new system early next week.

- Coordinator requested Subagreement drafts for review
- Coordinator will enter approved Subagreement drafts in online system
- Recipient will print Subagreement, receive “wet” signatures, upload to the system for SSO approval.
- Instructions coming soon

Agency Data System Updates

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Termination of LexisNexis (LN) No Cost Contract (June 30, 2019)

LN Functions Lost:

- BuyCrash.com portal
- Data entry and imaging of crash reports submitted to FLHSMV on paper from LEAs
- Provision of raw crash data and analytics to stakeholders and interested parties
- Public portal for self-reporting of crashes

LN provided percentage of crash report sales in exchange for Easy Street Draw (ESD) Licenses (tools to complete diagram of FCR)

- 11,000 officers received ESD licenses (9,400 TraCS users)

FLHSMV reached out to SSO on improving the TraCS Diagram Tool or creating a web-based State-wide solution; discussion began with UF on including tool w/Geo-location



FLHSMV plans to submit an LBR to gain functions lost from the private vendor and enhancements needed.

1. Ability to analyze and respond to complex data requests regarding crash data
(S4 permanent funding solution)
2. Develop a crash *self-reporting application* to be used by the public for reporting crashes, which do not require an officer to complete the report
3. Develop and assist with implementing a new crash report loading and ingesting process and enhancing the process for sharing data and images with stakeholder agencies
(CRSCAN enhancements)
 - Eliminates the need for multiple agencies to generate/store images and data
 - Allows for the submission of map images in the crash diagram to be usable after loading into the CRSCAN

FLHSMV and FDOT meeting (8/20/19)

Discussion focused on our Go Team considerations and future plans and needs for improving the Crash Data System.

FDOT SSO's plans to fund the following projects to assist LBR success (*pending approval*):

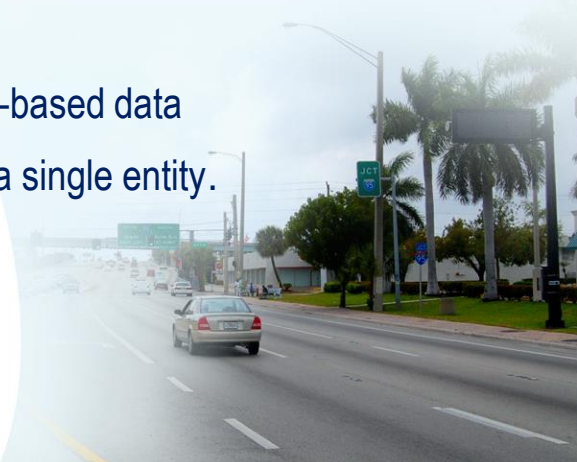
- Critical Function: Crash self-reporting application to be used by the public for reporting crashes (UF)
- Critical Function: CRSCAN Enhancements- Develop and assist with implementing a new crash report loading and ingesting process and enhancing the process for sharing data and images (UF)
- Addition of a web-based diagram tool with the Geo-Location tool (web-based allows for feasible integration with other vendors)
- Tools and ability to allow CAR staff to adopt S4 Analytics to locate crashes (specific funding source TBD)

FLHSMV and FDOT leadership advised revising and adding the following to the LBR submission:

- Description of S4 capabilities that meet critical function needs; benefits to the State;
 - Go Team findings such as user survey satisfaction and considerations made based off of system capabilities
- Context diagrams - Go Team Phase I Crash Data System flow charts
- Cost Savings to the State
- FDOT SSO Projects in place to demonstrate LBR partnership/support
- Aspirations as a State - Current data linkage in S4 and future linkage goals

Go Team Principle Consideration

Establish a single statewide crash repository, which would serve as a transaction-based data environment and allow for the data and images to be collected and stored within a single entity.



- Modifying FY20 TRCC Support Contract– Cambridge Systematics (CS) to assist
 - FLHSMV and FDOT will work with CS to compile the information needed to make all suggested revisions
- Follow up meetings to complete scope for the following projects:
 - Critical Function: Crash self-reporting application
 - CRSCAN Enhancements (FLHSMV IT working with UF team)
 - CAR tools needed in S4 (FDOT crash location processing needs provided to UF)
 - Diagram Tool (aerial photography issue addressed)

Google Map Services: *FDOT GIS Team informed Task Work Group of ESRI map services w /no limits on the amount of map searches; UF to identify if Bing will be another available solution;*
- Goal- Scope completion/estimates mid-Oct and submit HSP amendment early November

TraCS Research Project

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Purpose:

- To develop a report on how other states are currently implementing TraCS
- Provide considerations on how to provide TraCS the amount of support needed to sustain the growth of this software.

Task A: Project Kick-off Teleconference (March 27th)

- Discussed deliverables and schedule of project with Cambridge Systematics

Task B: Collect Information on How All States are Currently Implementing TraCS

- Reviewed online resource (TraCS Nat'l Website)
- Drafted email to states on purpose of research
- Developed online Survey
- Conducted Survey
- Phone interviews with state personnel

Data Collected: Survey / Interviews

Survey distributed (5/9-6/7) to TraCS PM, Traffic Records PM, and TRCC Coordinators in each state utilizing TraCS. 10 Phone interviews conducted to collect more in-depth info.

The following was collected:

- Agency responsible for TraCS
- Funding sources
- Costs associated with implementation and maintenance (i.e. personnel, data hosting, fees charged for usage, equipment and other operational costs)
- Contractual service agreements
- Details on overall usage (i.e. number of users, agencies, types of users, types of forms, integration w/tools/software, number of e-crash and e-citations)



Task C: Draft Report- submitted 8/2/19

Draft Report and Data Repository:

- Utilization- types of users, state agency responsibilities, overall usage details, integration capabilities, pre-populated data, RMS details, data hosting, uniformity of forms;
- Training- staffing, who supports training costs, builds curriculum, types of curriculum, number of trainings
- Costs- funding sources, potential alternative funding sources, costs associated with implementation, contractual service agreements, understanding of all costs to maintain TraCS
- Hosting- lead agency responsible for oversight; who are they data hosting; funding;
- Recommendations



TraCS Utilization in 10 States

	FL	AZ	IL	IA	NE	NM	NY	NC	ND	WI
TraCS Users	20,000	2,000	1,800	N/A	1,000	1,200	15,000	1,200	2,300	10,000
Agencies Using TraCS	190	12	1	366	35	42	503	117	110	500
Years Using TraCS	10	13	4	23	14	12	20	16	6	18
For Crash, Citation, or Both	Both	Both	Both	Both	Both	Both	Both	Crash	Both	Both
Crashes Reported Annually	757,777	176,000	N/A	60,000	44,000	76,000	402,000	375,311	200,000	144,168
Electronic Crash Reporting %	95%	75%	70%	99.5%	87%	62%	94%	78%	100%	100%
Citations Reported Annually	2.9 million	N/A	N/A	368,275	N/A	17,000	370,000	N/A	97,000	861,625
Electronic Citation Reporting %	91.4%	N/A	N/A	89%	N/A	5%	67%	90%	100%	99%
Integrated w/NCIC ¹	Yes	No	Yes	Yes	Yes	No	No	No	Yes	Yes
Using MACH ²	No	No	Yes	Yes	Yes	No	No	No	No	Yes
Integrated w/Diagram Tool	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

State	Responsible Agency	Total Employees	Total Personnel Costs (approx.)	Funding Sources
FL	TraCS (FSU)	5 Full-Time 1 Part-Time	\$563,000	NHTSA/TRCC
AZ	Arizona Department of Transportation	2 Full-Time 2 Part-Time	n/a	ADOT State Funds / NHTSA Grant / HSIP
IL	Illinois State Police (ISP)	4-5 Full-Time 5-6 Part-Time	\$800,000	ISP General Revenues
IA	Iowa State Police	6 Full-Time	\$500-700,000	Iowa Department of Public Safety / NHTSA Grant
NE	Nebraska State Patrol	5 Full-Time	\$250-374,995	NE Crime Commission / NHTSA Grant / Motor Carrier Safety Grants
NM	New Mexico Department of Transportation/Department of Public Safety (ST Police)	3 Full-Time	\$350,000	NHTSA/TRCC
NY	New York State Police	8 Full-Time- not dedicated to TraCS	\$1,400,000	NHTSA/TRCC
NC	North Carolina Division of Motor Vehicles	8 Full-Time	\$450-624,996	NC DOT State Funds / NHTSA/TRCC
ND	North Dakota Department of Transportation	3 Full-Time 5 Contractors	\$455,000	NHTSA/TRCC
WI	Wisconsin Department of Transportation	6 Full-Time	\$362,000	WI DOT Operating Funds

Task D: Review Draft Report w/FDOT SSO- held on 8/19/19

Task E: Final Report- In progress: final stages of modifications

Findings:

- Iowa's smaller LEAs launched a campaign to increase state DOT funding to support smaller agencies. This was successful and now all Iowa's LEAs use TraCS and MACH software.
- Statutorily require e-crash through TraCS- North Dakota and Wisconsin,
- MACH is provided for free in the following: Iowa, Wisconsin,
- Charging for services: Illinois (MACH), Nebraska (TraCS free, officer fee for data storage and infrastructure and MACH)
- TraCS is the main crash-reporting vendor in NY (94%), Iowa (99.5%) and North Dakota (100%)
- Nebraska allows LEAs to choose e-crash vendor but TraCS is used as main interface to submit crash reports to repository
- 3 LEAs responsible for own Data Hosting (Arizona, New Mexico, New York)
- 8 State Agencies responsible for TraCS manage Data Hosting (Illinois, Iowa, Nebraska, New Mexico, North Carolina, North Dakota, Wisconsin)

The best practices identified below are based on a review of the National Model Program, state websites, and the results of the surveys and interviews:

- Emphasizing 100 % e-crash and e-citation reporting
- Statutorily requiring one vendor statewide
- Providing TraCS services to LEAs for free or at as low of a cost as possible
- Creating consistent forms for all LEAs, beyond crash and citation forms
- Identifying a stable and consistent funding source
- Providing incentives for timeliness and accuracy
- Including users in the updating of forms



Recommended strategies and actions for the Florida TraCS Program include:

- Seek legislative approval for state funding, which would allow the oversight agency to charge agencies a user fee and encourage the state's largest LEA or appropriate state agency to adopt the TraCS system
- Seek legislative mandates for LEAs to adopt a single electronic vendor statewide for the consolidated and centralized reporting of crash data
- Identify potential supplemental funding sources, such as user fees for data hosting or TraCS customization/features
 - Add records management type components such as impaired driving forms (DUI packet, DRE form)
 - MACH (TraCS CAD system) which would allow additional data such as incident time and case numbers to pre-populate traffic and non-traffic forms helping improve accuracy and timeliness of data
 - TraCS Web Mobile- Currently, there are no other mobile program solutions that are cost effective and allow for agencies to perform reporting on a mobile device.
- Continue to promote TraCS features and benefits to agencies reporting electronically through different vendors and agencies not reporting electronically



Future Meeting Dates

December 6, 2019

Critical Updates on Traffic Records Projects

April 3, 2020

Executive Board Meeting: FY19 Projects (VOTING)

Future Date TBD (March)

Application Review Subcommittee Meeting: FY21 Projects

Future Date TBD (Sept.)

Status of FY21 Projects / Critical updates on FY20 TR Projects

Meeting Adjourned

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