Traffic Records Coordinating Committee Meeting Report

April 9, 2021

Prepared for

Florida Department of Transportation

Prepared by

Melissa Gonzalez, TRCC Coordinator

Meeting notes taken by:

Cambridge Systematics, Inc.

1.0   Attendees

The TRCC attendees are listed in Table 1.1.

Table 1.1 TRCC Meeting Attendees

Name	Title	Agency	Email	
Amy Pontillo	Systems Architect	FSU: TraCS	AMYC@TRACSFLORIDA.ORG	☒
Angela Lynn	Program Manager	FLHSMV	AngelaLynn@flhsmv.gov	☒
Benjamin Jacobs	Crash Records and Research Administrator	FDOT	BENJAMIN.JACOBS@DOT.STATE.FL.US	☒
Beth Allman	Senior Manager	FCCC	ALLMAN@FLCLERKS.COM	☐
Blake Canter	Support Specialist	UF	Blakecanter@dcp.ufl.edu	☐
Brenda Clotfelter	EMSTARS Project Manager	FDOH	Brenda_Clotfelter@doh.state.fl.us	☒
Brenda Young	State Safety Engineer	FDOT	brenda.young@dot.state.fl.us	☒
Brian Watts	Manager, Performance and Trends	FDOT	Brian.Watts@dot.state.fl.us	☐
Captain Lisa Barnett	FHP Captain	FHP/FLHSMV	Lisabarnett@flhsmv.gov	☒
Chief Jeffrey Dixon	FHP Chief	FHP/FLHSMV	Jeffreydixon@flhsmv.gov	☒
Chief Virgil Sandlin	Police Chief	FL Chief's Association	vsandlin@cedarkeyfl.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	☒
Deborah Todd	Program Manager	FLHSMV	DEBORAHTODD@FLHSMV.GOV	☒
Deputy Chief Tonya Smith	Deputy Chief	Tallahassee Police Department	Tonjab.smith@talgov.com	☒
Dr. Ilir Bejliri	Associate Professor /Principal Instigator	UF: S4 Analytics	ILIR@UFL.EDU	☒
Ian Anderson	Data Sharing Project Manager	FDLE	IanAnderson@fdle.state.fl.us	☒
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	☐
Karen Card	Reporting and Analysis Unit Manager	FDOH	Karen.Card@flhealth.gov	☒
Larry Gowen	Chief Performance Officer	FLHSMV	LARRY.GOWEN@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	☒
Margaret Edwards	System Administrator	FSU: ELVIS	MEDWARDS@ELVISFLORIDA.ORG	☒
Maya Taylor	Transportation Analyst	Cambridge Systematics	MTAYLOR@CAMSYS.COM	☒
Melissa Gonzalez	TRCC Coordinator	FDOT	MELISSA.GONZALEZ@DOT.STATE.FL.US	☒
Michele Snow	Program Manager	UF: S4 Analytics	Msnow@dcp.ufl.edu	☒
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	☐
Steve McCoy	EMS Administrator	FDOH	STEVE.MCCOY@FLHEALTH.GOV	☐
Thomas Rast	Inventory Control Manager	FLHSMV	Thomasrast@flhsmv.gov	☐
Tim Roberts	Law Enforcement Liaison, Program Coord.	FDOT	Coordinator@floridalel.info	☒
Timothy Swiggett	Developer	FSU: TraCS	Timothys@tracsflorida.org	☐
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 Faulkner	Systems Architect	FSU: ELVIS	Zfaulkner@elvisflorida.org	☒

Others in Attendance:

- Asher Lucas, FLHSMV
- Carrie Gaudio, AHCA
- Dan Montgomery, North Highland
- Jamie Ingalls, TraCS

- Kathleen Perry, TraCS
- Mark Daniel, North Highland
- Mark Dietrich, FDOT
- Travis Pelham, FLHSMV

2.0   Meeting Summary

Welcome and Introductions   **Lead: Melissa Gonzalez**

Melissa Gonzalez, TRCC Coordinator, welcomed attendees to the April 9, 2021 TRCC meeting. Melissa introduced the new board members Deputy Chief Tonja Bryant-Smith, Tallahassee Police Department (TPD), and Captain Lisa Barnett, Florida Highway Patrol (FHP) and thanked them for their attendance. Melissa then reviewed the agenda for the meeting.

Lora Hollingsworth, FDOT, asked if there was a motion to approve the December 2020 Meeting Minutes. Robert Kynoch, FLHSMV, made a motion to approve the minutes, Lora Hollingsworth seconded the motion. The minutes were approved unanimously.

Note: Proxy assignment was provided for Karen Card to vote in place of Vice Chair Steve McCoy.

Critical Updates on FY21 TR Projects   **Lead: Goal Leaders**

FLHSMV: Crash & UTC Data Improvement

Richie Frederick, FLHSMV, gave an update on Crash and UTC Data Improvement Project. He said FLHSMV is focused on increasing crash location accuracy by 5% based on the previous year's baseline and have finalized the geo-location accuracy statistics to track progress. The FLHSMV team is evaluating the feasibility of appending the law enforcement agency (LEA) accuracy statistic reports currently being distributed quarterly for crash data accuracy, completeness, and timeliness to include geo-location accuracy metrics. In addition, they identified an overall operational approach for achieving a 5% increase in location accuracy for the SmartCop vendor's LEA customers. A LEA memo is currently being routed for approvals that provides LEAs an explanation for the geo-location accuracy measurement and its overall importance to the State.

Richie said FLHSMV is exceeding their goal of improving uniform traffic citation (UTC) accuracy by 3% based on the previous year's baselines. The goal was to achieve 98.90% and currently the Statewide accuracy is at 98.97%.   The completeness UTC baseline for this grant cycle is at 97.43% with a goal of 97.51%. Current measurement for completeness Statewide is 97.47%. To assist in improving accuracy and completeness of UTC data, FLHSMV is conducting 4 train-the-trainer virtual workshops. At this time, the training materials for the workshops have been revised and are being routed for approval and the sessions are tentatively planned for late June or early July.

Richie said 98.39% (159,800 of 162,407) of crash reports were submitted electronically from January 1, 2021-March 31, 2021 with a timeliness measurement of 81.64%. FLHSMV continues to consider ways to target agencies still submitting paper crash forms. Reconciling 2020 fatalities is underway to prepare for closing the 2020 crash database.

There were no questions for Richie.

Note- Statewide totals mentioned above are from October 1, 2020-March 31, 2021.

FLHSMV: Driver Data Improvement

Angela Lynn, FLHSMV, gave an update on the Driver Data Improvement Project. She reviewed the project objectives and the existing process for drivers surrendering non-Florida licenses to receive their Florida driver's license. Currently, FLHSMV receives a monthly batch report of surrenders that is sorted by jurisdiction, given a mailing label, and sends the surrender notice and driver history record (DHR) request. Because this process is conducted via postal services, it takes a considerable amount of time for FLHSMV to add the DHR and correspondence code that the DHR was received and added. Another key issue with this process is that FLHSMV receives an average of 33,000 surrenders per month. Penalties for infractions may not be charged appropriately as the whole driving history is not considered.

Angela said this project will help streamline the license surrender process, automate portions of the process, as well as determine possible quality performance measures to improve completeness and timeliness of the driver data quality. She said a project analyst has been hired to focus on this challenge. The analyst will be focused on gathering data on the completeness and timeliness of driver history data to establish a baseline and create performance measures for completeness and timeliness. This person will also be responsible for researching and identifying technical solutions to improve this process and conduct outreach to jurisdictions for both state and federal partners. The analyst will start in late April 2021.

There were no questions for Angela.

Field Data Collection for NEMSIS – Florida Department of Health (FDOH)

Brenda Clotfelter, FDOH, provided an update on Field Data Collection for NEMSIS Project. She said BioSpatial has received their NEMSIS Certification allowing all EMSTARS data to be sent to NEMSIS via BioSpatial. Brenda said FDOH will no longer accept data from the 4 remaining agencies submitting by NEMSIS V1.4 standards and expect those agencies to move to V3 by the end of Q2 2021. In total, there are 291 EMS agencies of which 219 are submitting by EMSTARS standards (incident level) and she explained FDOH will focus efforts on the other 72 agencies submitting by aggregate standards to achieve the completeness target of 85% of EMS agencies submitting to the state incident level repository (currently stands at 75.26%). The objective to increase the percentage of EMS run reports submission to the state repository to 95% has been met with 97.63% of EMS Emergency Run reports being submitted. On improving data uniformity, of the 215 agencies submitting to EMSTARS, 39 agencies (18.14%) are submitting by V3.3.4 standards and 176 agencies (81.86%) are submitting by V3.4 standards.

The FDOH team has conducted 6 EMS Advisory Council (EMSAC) Data Committee work sessions and continues to participate in the NEMSIS Technical Advisory biweekly calls. A future meeting for the EMSAC working sessions is scheduled for late April and the NASEMSO annual conference is still pending a set date. The EMSAC Data Committee has a target to approve the NEMSIS V3.5 Data Dictionary by June of 2021.

Overall NEMSIS Data Quality did not change from the first quarter report out of 91%. Brenda stated that FDOH will further investigate Cause of Injury (78%) and Clinical Times Recorded (80%) as those are the lowest quality metrics of the six categories being monitored. The timeliness objective to increase the

percentage of V3 EMS run reports received within 10 hours is at 68%. She said the BioSpatial platform has played a key role in completing the integration for the Health Information Exchange (HIE) project. Current integrations within BioSpatial are crash records, the Electronic Surveillance System for the Early Notification of Community-based Epidemics (ESSENCE), and Trauma data. Future plans are to continue to utilize BioSpatial for repository and data accessibility and to improve the State EMS Strategic Measure Dashboards.

There were no questions for Brenda.

Electronic License and Vehicle Information System (ELVIS) – FSU

Zoe Faulkner, FSU, provided an update on the ELVIS Project. She stated there were a total of 217 agencies and 22,284 user accounts utilizing the ELVIS, with 4,760,069 queries runned this fiscal year (approximately 680,000 per month). Zoe said the team is focused on integrating with external crash vendors and moving from exclusively user-based access levels to user roles (i.e. patrol vs dispatch). She said they want to expand API to include additional vendors and standardized exports. The ELVIS team is working on reformatting and reconfiguring old hardware and test backups in place at the Tallahassee Police Department. Due to travel restrictions and time constraints, installation of the second site at Seminole County Sheriff's Office has been postponed. Zoe said the team is planning to conduct a virtual user conference in 2021 to gather feedback to improve the ELVIS. Zoe explained the single most requested feature is to be able to run Florida driver history through FCIC/NCIC instead of only being able to retrieve driver history through FLHSMV's DAVID.

Overall ELVIS usage has consistently grown over time (2016: 39 LEAs/3,667 users). Today, ELVIS cost per user is $22 and decreases as more agencies and users turn to ELVIS.

There were no questions for Zoe.

TraCS Support, Enhancement and Training – FSU

Amy Pontillo, TraCS, gave an update on the TraCS Project. She said TraCS currently has 188 LEAs and 26,030 users and continues to grow. TraCS has a load success rate of 99.99%, average load time of 6.9 days, and collects 32% (50,856) of the state's crashes in quarter one. The number of crash report submission will likely increase with the addition of Palm Beach Police Department using TraCS. A recent survey was distributed to the 188 LEAs of which 22 did not respond to capture the TraCS form usage. High usage can be seen for the following: UTC with 167 LEAs, Traffic Warnings with 118 LEAs, Crash Report with 183 LEAs, DUI Citation with 103 LEAS, and Tow with 95 LEAs. Two webinars were conducted this fiscal year and posted to the TraCS website for users to reference.

Integration efforts continue with all 99% or 188 LEAs using an FCIC/NCIC interface for driver and vehicle data of which 154 LEAs using ELVIS. Ninety-one percent or 183 LEAs have mandated the use of the S4 Geo-location tool to locate crashes (up from 76% last quarter) and 13% mandated for citation reporting.

Effective April 1st, TraCS was migrated to the DSM Technology Consultants, LLC cloud server but is still conducting a nightly data backup hosted at the Panama City Police Department as the disaster recovery site. The migration of those agencies to the DSM environment had minimal downtime (1-2 hours). DSM is currently hosting 147 LEAs.

New agencies in the process of joining TraCS are the Orlando PD and Ft. Lauderdale PD. Interfaces are currently being built with both PDs record management system vendors. Once both agencies go live, Orlando PD will increase TraCS utilization by 766 users which submitted 17,190 crashes in 2019 and Ft. Lauderdale PD will increase users by 525 which submitted 10,819 crashes in 2019.

Amy said development of the S4 Geo-location Tool V2.3 interfaces have been rewritten which uses the user default Windows such as Chrome, Edge, and Firefox in addition to Internet Explorer. The S4 Geo-location Tool V3 interfaces are currently in progress. V3 would provide S4 additional data elements such as the status of the form to improve data accuracy and timeliness.

There were no questions for Amy.

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

Michelle Snow, UF, gave an update on the Signal Four Analytics Project. As of April 2021, there are a total of 4,461 users, 703 agencies, and 6,642 unique logins. Other usage statistics provided for March 2021 were number of queries issued at 27,455 and number of crash reports retrieved were 124,788. She said the team is continuing to migrate features from the old to new version and continuing to improve the Florida Traffic Safety Dashboard. A Signal Four data dictionary is currently being developed and the S4 team continues to review the EMS elements pertinent to crash data. Four webinars were conducted on February 9 and 10, 2021 to provide users a better understanding of the new S4 platform, Traffic Safety Dashboard, and announce features coming soon. Additional features include a custom draw tool, first harmful event added, legend for crash severity and daytime/nighttime, as well as updates to reflect the 2021-2025 FDOT Strategic Highway Safety Plan Emphasis Areas, network search filters, and saved/shared queries.

There were no questions for Michele.

Unified and Sustainable Solution to Improve Geo-Location Accuracy and Timeliness of Crashes and Citations – UF

Michele Snow, UF, gave an update on the Geolocation tool Project. She said the usage of the geolocation web service has increased significantly since the browser update in 2020. Between December 2020 and March 2021, agencies using the tool is as follows: Crash-170 LEAs/45,693 reports, Citations- 112 LEAs/34,524 reports, Traffic Warnings- 91 LEAs/15,029 warnings, DUI Citation- 61 LEAs/990 reports. The S4 team has continued to make improvements to the Geolocation tool such as the ability to search for locations with an Autocomplete feature. Ongoing user support and coordination continues with TraCS and Version 3.0 of the Geo-location tool was launched in March. She said the team met with the SmartCop vendor and the Jacksonville Sheriff's Office (SO) in March to incorporate the geolocation tool within their software.

Participants had the following questions and comments for Michele:

- What is the timeline for integrating the geolocation tool within the Jacksonville SO's SmartCop software?
    - o Within 2-3 months.

Geolocation Based Crash Diagramming and FDOT Crash Mapping to Improve Crash Location Timeliness and Quality: Phase I – UF

Dr. Ilir Bejleri, UF, gave an update on the crash diagramming and FDOT tool Project. He said the team is working on a diagramming tool that is built on the geolocation platform to ensure location data elements are consistent to the crash diagram of the crash report. Dr. Bejleri said the team is in the process of transitioning to a more suitable supporting software framework and expects to have an operational tool by the end of the grant cycle.

The task to unify the geo-location process among FDOT, S4 Analytics, and LEAs is moving steadily. Mock-ups have been created and the location process flows are completed as well as the data model. Implementation has begun with the development of the FDOT Editor front-end and constructing of the physical database structure.

There were no questions for Dr. Ilir.

FDOT Crash Analysis and Reporting (CAR) System Rewrite- FDOT & UF

Although the FDOT CAR Rewrite is an FDOT State Funded project, Dr. Bejleri provided a status update for the CAR Rewrite as it relates to the S4 Analytics System and helps to advance the TRCC's goals. He stated the purpose of this project was to expand S4 Analytics with the CAR System functionality and to consolidate the crash data, analytics, and reporting into one system.

Development of the functional requirements and an existing database comparison and documentation has been conducted. A system design is in place to include a security plan, analysis filters, and standard reports.

- Ben Jacobs, FDOT, said once this process is complete, the geo-location tool could have access to FDOT's roadway database to improve the accuracy of crash location data.

Central Crash Data Repository and Improved Crash Data Quality: Phase I - UF

Dr. Ilir Bejleri, UF, gave an update on the crash data repository. He said this project will synchronize the FLHMSV crash database and the Signal Four Analytics database to ensure the data matches, create a webservice to eliminate duplication of data storage, and improve the FLHSMV process for the acceptance of high resolution ariel photographs within the crash diagram. Dr. Bejleri said the light synchronization is complete for 2011-2021 and the team is working to maintain this synchronization on a daily basis. A comparison table was provided to show the success of the synchronization method in place. Due to limited FLHMSV IT resources, the following tasks are pending: full synchronization of the databases, building of the webservice, and testing the S4 team's solution for the aerial photography ingestion process.

There were no questions for Dr. Ilir.

Application Subcommittee Overview   **Lead: Melissa Gonzalez**

Melissa said the Application Subcommittee met on March 12, 2021 to discuss FY22 concept paper submissions. She noted submissions consisted of 8 continuing statewide projects, 1 new project for the improvement of the driver and vehicle datasets, and one concept paper from the Fort Walton Beach Police Department which was an equipment-only grant request and cannot be funded using NHTSA funds. She said total funding requested amounted to $3,420,342 and that the Subcommittee was advised there was a total of $2,294,555 in 405c and $1,500,000 in 402 funds.

She said the subcommittee recommended to fully fund all ten projects for a total of $2,265,741 in 405c and $1,129,586 in 402 funds.

Melissa provided a summary for each of the project's impacts to the core systems and performance areas, their objectives, and highlighting reasons for adjustments in budget requests based on the previous year's budget request.

- The FDOH NEMSIS project will no longer request data hosting or change order fees due to the data hosting transition to BioSpatial.

- The UF's Signal Four Analytics will continue efforts for an EMS data request, create an ETL process to obtain the data and develop analytical tools for EMS analysis, as well as expand the Florida Traffic Safety Dashboard crash functions to include a citation dashboard.

- Because the DSM Cloud for the TraCS project went live in April, the cost for FY22's data hosting was an estimation until a true cost can be seen for the remainder of FY21. The question arose if TraCS has attempted to research other alternatives for funding to sustain this project. Amy noted that TraCS has tried to acquire supplemental grant funding from FDLE but has not been able to do so yet.

- The FLHSMV Crash and UTC Project will focus their efforts on the 2020 NHTSA Traffic Records Assessment (TRA) recommendations by developing the ability to include a sample-based audit process to compare LEA and FLHSMV database crash reports. In coordination with the FCCC, they will also create and disseminate a survey to receive feedback on the accessibility of citation data to establish a performance measure and baseline.

- The FLHSMV Driver and Vehicle Data Improvement Project will follow the 2020 NHTSA TRA recommendations as well. This project aims to review both the driver and vehicle datasets to identify possible baseline and performance measures that the TRA recommends. Melissa advised the Executive Board that considerations to move this project under 402 to cover the possible increase to the personnel budget may be necessary. Due to hiring issues and level of data expertise needed for this project, the hourly rate requested did not seem reasonable.

- The UF Crash Diagramming and FDOT Tools will work with the TraCS team in FY22 to conduct a pilot of the diagramming tool within their environment to ensure proper functionality of the tool.

Final Approval of Funding Amounts for Submitted Concept Papers   Lead: TRCC Executive Board

The Executive Board had the following questions and comments:

- Is the Subcommittee recommending the Fort Walton Beach project be fully funded as well?

  o No, the Fort Walton Beach project is not eligible and cannot be funded using the TRCC grant funding.

- Chris Craig, FDOT, reminded board members they are only voting on the 405(c) funded projects but wanted to get input on the 402 projects as well.

Robert Kynoch made a motion to approve the subcommittee's recommendation. Deputy Chief Tonja Smith seconded the motion. The motion was approved unanimously. All 10 traffic Records projects were approved to be fully funded for a total of $2,265,741 in 405c and $1,129,586 in 402 funds for a grand total of $3,395,327.

North Highland: Cloud-Based TSIS Feasibility Study   **Lead: Melissa Gonzalez/North Highland**

Melissa introduced Mark Daniel and Dan Montgomery from North Highland and provided a brief overview of the scope of work for the Cloud-Based TSIS Feasibility Study. Mark said Phase I of the project focuses on evaluating and documenting the current state of the traffic records systems and their datasets to better understand the structure to identify gaps and opportunities for data integration and linkage.

Mark said the project approach can be broken down into 3 phases: mobilization, analyze, and design. The team will start by creating a plan for the project implementation and then reviewing the documents used for the NHTSA TRA and issuing data requests as needed to allow the NH team to understand the data and existing systems. After reviewing and accessing the information, interviews and workshops will be scheduled as needed to assist NH with any gaps found. Once the data is understood, documentation of the current traffic records system structure will begin as well as the traffic records data inventory.

He emphasized that no changes are being made to datasets or their systems in this process and data integrity and security will be preserved and a guiding principle. The team will deliver a project plan, current state of the TR systems and traffic data inventory, current state data management assessment, a current state systems assessment for cloud adoption to include a data blueprint, and a high-level cloud architecture proposal. Mark noted future phases would include selecting options for solutions, defined detailed architecture and to develop the stand-up core roadmap functions to design, build, and deliver a desired future cloud-based Traffic Safety Information System.

Participants had the following questions and comments:

- Robert Kynoch is concerned that not enough groundwork has be laid to successfully complete this study. He asked how the cloud study will treat sensitive data or information? He also asked if this project would request all data elements in a traffic records data system (i.e. driver system consisting of 87 million records). His concern being this would require executive leadership approval given the high volume of data elements being requested.

    o This process will identify the factors and data elements critical to data linkage and integration rather than all traffic records data. The North Highland team is also considering creating a space that has more restrictions to conduct the integration and then pushing out an aggregated or summarized version of the data to the user without the sensitive information being included or visible.

- Larry Gowen added that identifying the use case and defining the questions we wish to answer in regard to running safety analyses are important factors to assist in identifying the elements necessary for data linkage and integration.

- Melissa asked participants to send her any follow up questions or concerns about the project.

Traffic Safety Information System Strategic Plan 2017-2021   **Lead: Melissa Gonzalez**

Melissa provided updates on the TRIS Strategic Plan. She said she would be updating Section 4 of the plan based on the activities conducted during this meeting. She noted the Quantitative Progress Report

was submitted using the number of E-Crash Reports accurately located and number of EMSTARS agencies reporting by NEMSIS V3 standards to improve uniformity.

The baseline average submitted for accurately located e-crash reports was 23.14% while the current average was 24.75% demonstrating a 1.61% improvement. The baseline average submitted for EMSTARS agencies reporting by NEMSIS V3 standards was 91.9% while the current average was 98.17% demonstrating a 6.27% improvement.

Melissa said the Action Plan was still a work in progress and the TSIS Strategic Plan would be submitted to FDOT leadership before the May 19, 2021 due date.

Florida's Section 405c Grant Application   **Lead: Melissa Gonzalez**

Melissa provided status updates on the items necessary for the 405c state application to NHTSA. Items in progress were the TSIS Strategic Plan and Action Plan as well as the state responses to all partially met and does not meet recommendation in the 2020 NHTSA TRA. Items complete were updates to the TRCC membership list, Highway Safety Plan FY22 project summaries, and application form.

Agency Data System Updates   **Lead: FLHSMV**

Robert Kynoch, FLHSMV, gave an update on the Motorist Modernization project. He noted Phase I involved a complete rebuild of the driver's license issuance system used at FLHSMV to include renewal notifications, a MyDMV Portal, and updated motorist database design. The process delivered a software system that is sustainable and scalable. It increases customer service and expands service delivery options while improving FLHSMV efficiencies.

The MyDMV Portal provides many benefits to the customer as follows:

- Provides the ability to clear certain sanctions online
- Enables subscriptions to receive personalized alerts
- Provides businesses with new commercial driver license self-services
- Expands self-services for active duty military personnel online

Phase I has also successfully connected insurance policies for drivers in Florida. All FLHSMV offices have now been converted to ORION including more than half of the tax collector offices.

Robert also provided an overview of the Florida Smart ID. The Motorist Modernization Program has procured and will implement a Mobile DL solution as part of Phase II. Components of the Florida Smart ID application begins with installing the application on a mobile device, the verifier application being installed on another mobile device, and via Bluetooth connectivity age verifications are sent by device-to-device offline communication. This application will also allow ID holders to select which information is displayed of their license based on the circumstance.

Participants had the following questions and comments:

- Do other states use digital ID?

- o Other states have something like this, but they are closer to certified images of an ID rather than something customizable. Florida will be among the first to meet total standards of an ID in a digital format.

- The Florida Impaired Driving Coalition had discussed some concerns with how these digital IDs are read/processed by law enforcement. Only some law enforcement agencies are assigned agency phones so are there potential implications of law enforcement personal devices being subpoenaed?

  - o Drivers are still required to have a physical ID card and if an officer does not have the tool to read a digital ID, the offender must provide the physical ID card instead.

Public Comment Period   **Lead: Melissa Gonzalez**

There were no comments from the public.

Next Steps   **Lead: Melissa Gonzalez**

Upcoming Meetings

- September 10, 2021 - Status of FY22 Projects and Critical Updates on Current FY21TR Projects

- December 3, 2021 - Critical updates on FY22 TR Projects

- March 11, 2022 - FY23 Application Subcommittee Review

- April 8, 2022 – Executive Board Voting Meeting: FY23 Projects/Critical Updates on FY22 TR Projects

Adjourn

- Meeting was adjourned at 12:21pm.

All presentations can be found at http://www.fltrafficrecords.com/