Traffic Records Coordinating Committee Meeting Report

September 11, 2020

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	TraCS	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	☒
Blake Canter	Support Specialist	UF	Blakecanter@dcp.ufl.edu	☐
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	☒
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	☒
David Brand	Law Enforcement Coordinator	FL Sheriffs Association	Dbrand@flsheriffs.org	☐
Deborah Todd	Program Manager	FLHSMV	DEBORAHTODD@FLHSMV.GOV	☐
Dr. Ilir Bejliri	Associate Professor /Principal Instigator	UF	ILIR@UFL.EDU	☒
Ian Anderson	Data Sharing Project Manager	FDLE	IanAnderson@fdle.state.fl.us	☒
Joe Santos	State Safety Engineer	FDOT	JOSEPH.SANTOS@DOT.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	☒
Joshua Sturms	Section Administration	FDOH	JOSHUA.STURMS@FLHEALTH.GOV	☐
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	TraCS / ELVIS	SPAINHOU@ENG.FSU.EDU	☒
Lora Hollingsworth	Chief Safety Officer	FDOT	LORA.HOLLINGSWORTH@DOT.STATE.FL.US	☒

Major Gary Howze	FHP Executive Officer	FHP/FLHSMV	GARYHOWZE@FLHSMV.GOV	☐
Major Jeffery Dixon	Troop Commander	FHP / FLHSMV	Jeffreydixon@flhsmv.gov	☐
Margaret Edwards	System Administrator	ELVIS	MEDWARDS@ELVISFLORIDA.ORG	☒
Maya Taylor	Transportation Analyst	Cambridge Systematics	MTAYLOR@CAMSYS.COM	☒
Melissa Gonzalez	TRCC Coordinator	FDOT	MELISSA.GONZALEZ@DOT.STATE.FL.US	☒
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	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	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	ELVIS	Zfaulkner@elvisflorida.org	☒

Others in Attendance:
- Anthony Bryant
- Asher Lucas, FLHSMV
- Mark Dietrich, FDOT
- Thomas Wilson, FLHSMV
- Travis Pelham, FLHSMV

2.0   Meeting Summary

Welcome and Introductions   **Lead: Melissa Gonzalez**

Melissa Gonzalez, FDOT, reviewed the agenda and asked if the Executive Board had any concerns or comments for the April 2020 meeting minutes. Richie Frederick (Robert Kynoch's proxy), FLHSMV, made a motion to approve the meeting minutes. Lora Hollingsworth, FDOT, seconded the motion. The April 2020 meeting minutes were approved unanimously.

Melissa asked new attendees to introduce themselves and thanked them for their participation.

Critical Updates on FY20 TR Projects   **Lead: Goal Leaders**

FLHSMV: Crash & UTC Data Improvement

Wilton Johnson, FLHSMV, gave an update on the Crash and UTC Data Improvement project. He said a virtual stakeholder meeting was held with safety stakeholders on September 2, 2020 to discuss various crash report topics and upcoming revisions to the crash report. All feedback collected during this meeting will be considered for the next Crash report revision which is expected to begin in 2022. He said FLHSMV has accomplished its objective of developing a crash report control document based on the most recent Model Minimum Uniform Crash Criteria (MMUCC) standards to serve as a reference resource for the updated crash report, associated database changes, XML Schema Definitions, and report layout. Updates to the crash report control document are being conducted with the latest feedback from stakeholders.

UTC Data

FLHSMV has identified UTC accuracy and completeness baselines and developed edit checks to address these challenges. These revisions were added to the Best Practices document and published for UTC vendors in May 2020. Four of the seven UTC vendors operating in Florida have confirmed implementation of these revisions. Training materials were finalized, and four virtual UTC workshops were conducted on July 13th and July 20th attracting 116 attendees from 33 agencies across the state. Due to COVID-19 this objective was adjusted from four in-person sessions to virtual. The four Clerk of Court software vendors (Creative design, Odyssey, In-House, and Showcase) FLHSMV reviewed accounted for 21% of the state's clerk systems. This objective to review four Clerks of Court Software vendors and recommend validations has been met. FLHSMV has processed over 4,329,139 Completeness validated records and over 4,279,328 Accuracy validated records during this grant cycle. The statewide accuracy improvement objective/goal of 3% was set at 98.64% and is currently at 98.80% meaning this objective has been met. The statewide completeness improvement objective/goal of 3% was set at 97.90% but was not achieved. At the end of this fiscal year the current completeness improvement rate was at 97.20%. The UTC timeliness average is 91.77%.

Crash Data

FLHSMV continues to distribute crash data Accuracy, Completeness and Timeliness scorecards to all Law Enforcement Agencies (LEAs).   These data quality feedback reports are generated on a quarterly bases with the intent of providing better data to support Florida's goal of using Data Driven Approaches to Crime and Traffic Safety and assisting safety stakeholders with providing targeted education and enforcement. At present 360,000 crash reports have been distributed via Florida's Official Crash Portal. Other measurements for statewide crash data submittals during the period of January 1-June 30, 2020 were:

Timeliness – 82%

Accuracy- 97.24%

Completeness- 99.21%

Participants had the following questions and comments:

- Florida received a commercial driver license improvement grant from the Federal Motor Carrier Safety Administration (FMCSA) to help the state focus on improving the timeliness of commercial motor vehicle UTCs. Final approvals are in place and positions are currently being hired.

FDOH: Field Data Collection for NEMSIS

Brenda Clotfelter, FDOH, provided an update on the Field Data Collection for NEMSIS project. She introduced Karen Card as the new Project Director of this project. Brenda said 74% of agencies are submitting to the state repository (short of the 85% target/objective set for 9/30/20). She reminded attendees that EMSTARS is a voluntary program and 212 of 286 reporting agencies are reporting to EMSTARS. She said that 97% of emergency run report submissions are to the state repository surpassing the 95% completeness objective. The FDOH team has participated in three of four EMS Advisory Council Data Committee work sessions to continue to meet Florida data standards and business rules. Brenda said the next scheduled meeting to discuss the data dictionary has been postponed until October and the Technical Advisory Conference is being held virtually in mid-September.

Brenda said overall NEMSIS submissions are 91% accurate. Currently six data quality measures are being monitored which meets the minimum requirement of three. Accuracy rates are as follows: Patient Information (97%), Cardiac Arrest (91%), Valid System Times (99%), Cause of Injury (79%), Clinical Times Recorded (81%), Other Incident Information (97%).

One objective for uniformity could not be met due to Covid-19 delays. Originally the data dictionary publication for NEMSIS 3.5 was scheduled for January 1, 2020 but will be postponed until the second quarter of 2021 because the data committee has not been meeting face-to-face. However, the second uniformity objective has been met. Brenda noted 96% of emergency runs are in compliance with NEMSIS Version 3 which exceeds the 65% target. She said only 8 agencies are still reporting on NEMSIS Version 1.4 and 204 agencies are submitting V3.

Timelines objectives continue to be monitored with 67% of emergency run reports received within one day with another 11% received within one week. Brenda noted the timeliness target to increase the percentage of NEMSIS Version 3 EMS emergency run reports received within 10 hours to 55% has been surpassed. BioSpatial and Data Mart statistics show 75% of reports submitted within 10 hours.

For the integration objective, crash and trauma data has been integrated into BioSpatial. In addition, crash data integration has been completed in ODMAP (overdoses) and ESSENCE. Historical V1.4 data is currently in progress within the ESSENCE platform. The Florida Health Information Exchange (HIE) (outcome data from hospitals) is also in progress. She said FDOH continues to push utilization of BioSpatial for accessibility of the data as improvements to the State EMS Strategic Measure Dashboards have been made.

Participants had the following questions and comments:

- Melissa reminded participants that final narratives are due at the end of October. She asked participants to identify challenges in meeting targets due to COVID-19.

FSU: Electronic License and Vehicle Information System (ELVIS)

Zoe Faulkner, FSU, provided an update on ELVIS. The Systems Architect said there are currently 203 agencies and 20,341 user accounts using ELVIS. Almost 6.5 million queries have been run this fiscal year with approximately 582,000 queries per month. At the close of this year, all ELVIS agencies have been moved to electronic memoranda of understanding with the Tallahassee Police Department (primary hosting site). ELVIS is working on completing new hardware configuration at the Tallahassee Police Department and moving the old equipment to a secondary disaster recovery site at the Seminole County Sheriff's Office. The secondary site configuration has been delayed due to COVID-19 travel restrictions but is scheduled for next fiscal year. The ELVIS team is also finalizing the integration of a new and free two-factor authentication (challenge based) per FBI requirements.

Zoe said the most requested ELVIS feature is integrating Florida driver history through FCIC/NCIC. Overall, the ELVIS usage has steadily increased since 2016. In 2016 there were a total of 39 agencies and 3,667 users. With 203 agencies and 20,341 users today, cost per user has declined dramatically with an average cost per user of $26 per year versus 2016's $150 per user.

There were no questions or comments for Zoe.

FSU: TraCS Support, Enhancement and Training

Amy Pontillo, FSU, gave an update on the TraCS project. The Systems Architect said 1,121 additional users have joined TraCS during FY20. In total, 185 agencies and 20,390 users are using TraCS. The TraCS crash data submittals averages about 8.7 days to submit data to FLHSMV. She said TraCS averaged a 99.99% load success rate in Quarter 3 with 34,817 crash reports loaded making up 31% of statewide crashes being submitted through TraCS. FLHSMV edit checks are performed on crash reports and citations and TraCS ensures the Appendix C statute list is up to date. She said 99% (185) of TraCS' agencies are using FCIC/NCIC interfaces to submit their crash reports, and 67% (153) of their agencies are mandating the Signal Four GeoLocation Tool for crashes. All values detailed demonstrate objectives have been met for timeliness, accuracy, completeness, uniformity and integration.

Amy said their accessibility objective was met as 147 agencies were hosted at Panama City Police Department (PD) with a total downtime of about 6 hours in Quarter 3 of 2020 and the secondary disaster recovery site at Clermont PD with a total of 12 hours. New agencies in the process of transitioning to TraCS are the Palm Beach County Sheriff's Office along with Orlando PD and Miami Gardens PD. These new agencies would account for an additional 2,400 users. Recently added agencies include, Golden Beach PD, Longboat Key PD, Holly Hill PD, Miramar PD, North Port PD, and State Attorney Office Circuits 12 and 14.

Plans for FY21 are to migrate from physical hosting sites to cloud-based hosting with the Florida approve vendor DSM (FDLE is reviewing this transition). She said the first phase of TraCS Web Mobile is completed and ready for deployment which should streamline TraCS' administrative processes (allowing supervisors to reset passwords, approve submissions, and eventually fill out forms) from a mobile platform (smart phone, tablet, etc.). Second phase improvements are to add forms management capabilities and the third phase creating the ability to submit traffic forms from the field.

There were no questions or comments for Amy.

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

Dr. Ilir Bejleri, UF, gave an update on Signal Four Analytics. He said there are currently 4,200 authenticated users of Signal Four across 684 agencies and there have been over 61,000 crash reports retrieved. He said the completion of the software transitioning from the Internet Explorer platform to work on all web browsers is near completion. He noted that the current display limit in Signal Four is about 80,000 records and the updated version has no limit on the number of records that can be processed and displayed. The S4 team continues to review the EMS data dictionary to identify data linkage possibilities with integrating EMS data to the Signal Four Database (which currently integrates crash, citation, and roadway information).

Chris Craig, FDOT, provided a short introduction for the development of the new Florida Traffic Safety Dashboard the S4 team has been working on. He stated the aggregate crash data presented in the portal is based on S4 data and does not require a password to be viewed as no detailed information is accessible. The need arose because many subgrantees require a simple method to access quick statistics to focus on the Strategic Highway Safety Plan (SHSP) Emphasis Areas. This will also assist with leadership needs in being able to access the data in an immediate fashion. Dr. Bejleri proceeded to demonstrate the new Florida Traffic Safety Dashboard. This dashboard is publicly available to anyone interested in traffic safety data, as it does not require a Signal Four username and password. The dashboard allows the user to filter by the 12 Emphasis Areas in the SHSP, all LEAs, MPOS and FDOT Districts, geographic area, and by year. It includes total crashes, fatalities, and serious injury data viewable in a variety of chart formats (i.e. age group, time of day, day of week, etc.). Future plans are to make the dashboard available via mobile platforms.

Attendees had the following questions and comments for Ilir:

- Will the new version of Signal Four include data on citations and warnings and can we use it to run a full report of those elements?

  o Signal Four can easily create additional reports, if the data is available. For something like citations, that data is available and could be integrated but for warnings, we do not have access to that data at a state level.

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

Dr. Ilir Bejleri, UF, gave an update on the Signal Four (S4) GeoLocation Tool Project. He said TraCS has integrated the GeoLocation tool for both Crash and Citation reporting accounting for 152 law enforcement agencies using the GeoLocation Tool. There was a total of 49,379 crash incidents submitted using the tool and 34,098 citation incidents. The S4 team has added back the ability to search for locations with an autocomplete feature and continue to provide user support and coordination with TraCS. Plans for a version 3.0 are currently being developed. Efforts continue to encourage SmartCOP agencies to begin using the GeoLocation Tool. A new GeoLocation Tool feature tested by Plantation PD allows the ability to save and share frequent locations for reuse, which is very helpful when an agency focuses on targeted enforcement. These saved locations can also be shared amongst users within the agency.

Ilir gave a demonstration of the new features in the GeoLocation Tool.

There were no questions or comments for Ilir.

UF: Geolocation-Based Crash Diagramming and FDOT Crash Mapping to Improve Crash Location Timeliness and Quality – Phase 1:

Dr. Ilir Bejleri, UF, gave an update on the Geolocation-Based Crash Diagramming project. He said the purpose of the project is to unify the geolocation process between FDOT, Signal Four, and Law enforcement Agencies to have a single, consistent statewide geolocation process. He said the project will also involve the development of a geolocation-based crash diagramming tool for LEAs to ensure consistency between the location data elements and crash diagram of the crash report. The first step of the project involved synchronization and unification of the FDOT and Signal Four Intersection databases. FDOT will be responsible for developing and maintaining the intersection database that will be adopted by Signal Four and the Geolocation/Crash Diagramming tools. Dr. Bejleri said they are currently in the process of developing detailed requirements for crash diagramming mockups and are reviewing several technologies, diagrams, requirements, and other prototypes. This tool will have the ability to drag and drop vehicles and objects, retain scale with the aerial photo, and save and retrieve the diagrams. He said the crash diagramming tool will be a web-based tool meaning any crash vendor could easily integrate it into their software.

Attendees had the following questions and comments for Dr. Bejleri:

- The geolocation interface integration with Signal Four gives FDOT additional resources around the state to tie the crash data to the road network (All Roads Basemap), leveraging the work that is already done to improve the quality of crash location data.

UF: Central Crash Data Repository and Improved Crash Data Quality – Phase 1

Dr. Ilir Bejleri, UF, gave an update on the Central Crash Data Repository and Improved Crash Data Quality project. He said this project is focused on synchronizing the FLHSMV and Signal Four crash databases to eliminate duplicate storage requirements at Signal Four and FDOT. Part of this project involves identifying a solution to support high-resolution aerial photography submittals within the crash diagrams.

The S4 team and FLHSMV are focused on starting with a level 1 light synchronization of the crash data, postponing a full synchronization until next fiscal year. The web service to reduce the duplication of storage has also been postponed to next year, due to limited resource availability at FLHSMV. Dr. Bejleri said 2020 data has been successfully synchronized with plans to synchronize 2011-2019 historical data. With limited staff resources due to hiring during the Covid-19 pandemic, the S4 team has reviewed various crash diagrams and is in the process of comparing diagrams across different stages in the FLHSMV PDF conversion process to identify the issue with accepting high-resolution aerial photos in the diagram. The team is working on narrowing down the part of the process that degrades the quality of the diagrams and will recommend potential solutions.

There were no questions or comments for Dr. Bejleri.

Break

Status of FY21 Traffic Records Projects   **Lead: Melissa Gonzalez**

Melissa provided an overview of the FY2021 approved submissions for Traffic Records funding. In total, the TRCC has approved $3,500,772 for FY2021 projects. Melissa said the HSP was approved on August 28, 2020 by NHTSA. The 405(c) application including the Quantitative Progress Report is pending approval by NHTSA. She reminded attendees that Part V of the sub agreement has been updated and is being finalized with the FDOT legal team.

Melissa said the kickoff and round 1 data collection for the Traffic Records Assessment (TRA) have been completed. Melissa and the Module Managers/Respondents will have view-only access to the preliminary ratings from NHTSA to the round 1 information submitted. Melissa and the TRA Facilitator will coordinate and identify opportunities to provide additional information and evidence for Round 2 data collection to improve the ratings where appropriate to discuss during the Check-in Meeting on September 24 meeting.

Agency	Project Titles	Funding Requested	Funding Source
FDOH	Field Data Collection for NEMSIS	$442,225	**405(c)**
UF	Expanding Accessibility, Utilization, and Data Integration of Signal Four Analytics	$467,346	**405(c)**
UF	Unified and Sustainable Solution to Improve Geo-Location Accuracy and Timeliness of Crashes and Citations	$168,546	**405(c)**
FSU	TraCS Support & Enhancement	$924,268	**405(c)**
FLHSMV	Crash and UTC Data Improvement	$123,300	**405(c)**
FLHSMV	Driver Data Improvement **(NEW PROJECT)**	$59,000	**405(c)**
FSU	ELVIS	$542,490	**402**
TCC	TRCC Support	$27,500	**402**
UF	Geolocation-Based Crash Diagramming and FDOT Crash Mapping to Improve Crash Location Timeliness and Quality	$556,758	**402**
UF	Central Crash Data Repository Crash Data Quality	$189,339	**402**

Total 402	Total 405(c)	Total Awards
$1,316,087	$2,184,685	= $3,500,772

Attendees had the following questions and comments:

- Brenda clarified that the EMS/Signal Four integration is in the very early stages and has not been approved by the EMS Advisory Council.

North Highland Recommendations   **Lead: Melissa Gonzalez**

Melissa highlighted the recommendations of the North Highland Evaluation of Florida's crash data system specific to the TRCC (below).

- Consolidate the crash location process into a single platform.

- Establish organizational governance structure for the future of Signal Four.

- Develop a single accessible repository for all crash related data for the safety stakeholders.

- Define user needs for data analysis and reporting.

Melissa suggested incorporating these recommendations in the Feasibility Study for the Florida Cloud-Based Traffic Safety Information System Project. Establishing a subcommittee to work collaboratively on a Request For Proposal (RFP) scope similar to the development of the GoTeam Phase II scope would ensure all safety stakeholder input is received. The scope would focus on data integration and data linkage, data governance, inventory, sharing, and reporting needs, using Signal Four as the analytical platform in a cloud environment.

She added the development of a context diagram to portray the six traffic records data systems flow and processes is critical to understanding how Florida's traffic records data are connected. This process will help identify additional stakeholders and understand the potential performance management metrics, analytical and reporting needs as well as identify data process and flow gaps.

Benefits to the Signal 4 Vision:

- Shared Cloud Environment improves accountability to produce high quality and reliable data (sources of truth)
- Integrated data are richer and helps fix data quality
- Access to "authoritative" sources for various traffic records data elements (i.e. injury severity on EMS report added to crash report data)
- Aligns with NHTSA Go Team Principle recommendation to create a Centralized Analytical Repository for all safety stakeholders to improve decision making
- Provides geospatial analysis
- S4 Public view possibilities

Melissa would like to start working on this scope in January 2021.

- Volunteers to participate in a subcommittee to help develop the RFP scope:

   o Ben Jacobs, FDOT

   o Brenda Clotfelter, FDOH

   o Larry Gowen, FLHSMV

   o Amy Pontillo, FSU TraCS

   o Dr. Ilir Bejleri, UF Signal Four

Attendees had the following questions and comments:

- Is the state required to do an RFP for this process or can an existing vendor/consultant be tasked with this work?

o   Yes, the state is required to set up an RFP for this task based on the scope of services we are looking for and the expected cost of the project.

Data Management Maturity Model   **Lead: Larry Gowen**

Larry Gowen, FLHSMV, gave an update on the Data Management Maturity Model (DMM). The Chief Performance Officer said data management and data governance is a multi-faceted process. FLHSMV has committed to manage the department's data assets to make them more accessible and useful. He said a capability maturity model is a process evaluation and improvement tool which identifies organizational strengths and weaknesses and identifies what must be done to improve the model while allowing flexibility for the agency to determine how to conduct implementation. The data management maturity model provides a standard set of best practices for organizations to evaluate their capabilities and is designed to allow for continuous improvement, compliance, and audit. The model will create consistency across agencies, making it easier to not only align data systems and processes but also provide accessibility and utilization of the data.

DMM includes the following six categories and process areas:

- Data Management Strategy

- Data Governance

- Data Quality

- Data Operations

- Platform and Architecture

- Supporting Processes

Larry said FLHSMV will begin by creating a data management strategy to evaluate the process areas and important opportunities for improvement. He also mentioned FLHSMV had convened a Data Management Steering Committee that meets monthly to discuss how to advance the FLHSMV data management process based on the data management maturity model.

Attendees had the following questions and comments for Larry:

- What is the timeline on working through these various components of the data management maturity model?

   o   The first meeting of the Data Management Strategy subcommittee will be in October and focused on identifying key data assets and process areas. A timeline will be created subsequently. As of right now, there is no agreed upon timeline for conducting this process.

- Larry will share the slides he presented and a high-level summary of the data management maturity model.

- At what stage of this model would FLHSMV start sharing the data with other agencies and the TRCC?

  - This would be covered as a part of the data management strategy, but it is too early in the process to know when data sharing will occur. First priorities are to understand the architecture and hardware limitations.

Next Steps   **Lead: Melissa Gonzalez**

Melissa reminded attendees of the upcoming TRCC meetings:

- December 4, 2020 – Critical updates on FFY 21 TR Projects

- March 12, 2021 – Application Review Subcommittee Meeting – FY22 Projects

- April 9, 2021 – Executive Board Meeting – FY 22 Projects (Voting)

- September 10, 2021 – Status of FY22 Projects/Critical updates on Current FY21 TR Projects

Adjourn

- Meeting was adjourned at 11:55am.

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