Traffic Records Coordinating Committee Meeting Report

September 10, 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	
Alan Amidon	Transportation Analyst	Cambridge Systematics	AAMIDON@CAMSYS.COM	☒
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	☐
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	☒
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	☒

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	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	TraCS	SETHB@TRACSFLORIDA.ORG	☐
Deputy Chief Tonja Smith	Deputy Chief	Tallahassee Police Department	Tonjab.smith@talgov.com	☒
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 Williams	Systems Architect	ELVIS	Zfaulkner@elvisflorida.org	☒

Others in Attendance:

- Brittany Wood, HDR FDOT
- Brook Wiggins, FLHSMV
- Carrie Gaudio, AHCA
- Chelsea Stelter, FDOT
- Dan Montgomery, North Highland
- Jamie Ingalls, FSU TraCS
- Jared Casseaux, FDOT
- Jeremy Segers, North Highland
- John Krause, FDOT
- Mark Daniel, North Highland

- Mark Dietrich, FDOT
- Tanner Martin, HDR FDOT
- Travis Pelham, FLHSMV
- Trenda McPherson, FDOT
- Ty Carhart, FDOH
- Jessica Andrews, FLHSMV
- Ryan Rittenhouse, FDOT
- Brenda Young, FDOT

2.0   Meeting Summary

Welcome and Introductions   **Speaker: Melissa Gonzalez**

Melissa Gonzalez, FDOT, welcomed participants and thanked them for their attendance. She introduced Mike Hall who will be replacing Steve McCoy, Florida Department of Health (FDOH) as the FDOH TRCC Executive Board Member. Melissa asked TRCC Executive Board Members if there was a motion to approve the meeting minutes from the April 2021 meeting.

- Lora Hollingsworth, FDOT, made a motion to approve and Captain Lisa Barnett, Florida Highway Patrol (FHP), seconded the motion. The April 2021 meeting minutes were approved unanimously.

TRCC Vice Chair Discussion

Melissa said that with Steve McCoy's transition, the TRCC Executive Board is left without a vice-chair. She provided a brief overview of the responsibilities of the position and asked the Executive Board for any volunteers or nominations for a new Vice Chair.

- Lisa Barnett volunteered to take on the Vice Chair role. Lora Hollingsworth made a motion to approve and Robert Kynoch, Florida Department of Highway Safety and Motor Vehicles, (FLHSMV) seconded.

North Highland Recommendations: Phase I   **Speaker: Mark Daniel**

Mark Daniel, North Highland (NH), provided the final report out of the Phase I Florida Cloud-Based Traffic Safety Information System feasibility study. He reviewed the project scope, key objectives and deliverables for Phase I. The project scope was to develop a clear understanding of Florida's current Traffic Safety Information System by focusing on documenting the following:

- Current state data systems and Traffic Records (TR) inventory;
- Current state data management assessment;
- Systems assessment to include priority use cases; and
- A High-level cloud architecture recommendation.

Project Barriers Overview

Mark said the project achieved the stated purpose but encountered barriers requiring thoughtful solutions to drive and enhance the value delivered. The NH team was quickly notified of privacy concerns, with some of the FLHSMV and FDOH data systems and datasets. Due to the driver and vehicle data system data dictionary not being publicly available, the FLHSMV requested to remove both inventories and system architecture assessment from the cloud feasibility study.   The FDOH also felt similar concerns and requested to remove the Emergency Medical Services (EMS) system architecture assessment but were fine with proceeding with the EMS data inventory since this data dictionary is publicly available.

To ensure a valuable recommendation was provided, system architectures for crash, citation, vehicle, driver, and EMS data systems were removed and the focus was shifted to FDOT's State Safety Office's (SSO) roadway data system known as the Florida All Roadways, Intersections & Streets (FLARIS) system. The FLARIS data system consists of an Intersection Database and the All Roads Basemap (ARBM) with Linear Referencing System (LRS). Because the Signal Four (S4) Analytics utilizes the ARBM to provide users a geospatial platform to visualize crash and citation data, NH evaluated the S4 Analytics System architecture in conjunction to FLARIS. This approach not only identified opportunities for better streamlining and alignment of these two systems but will provide valuable documentation for the current crash systems consolidation projects in motion such as the development of location tools for the FDOT Crash Analysis and Reporting (CAR) System editors to verify crash locations within the S4 System and the CAR rewrite project which will recreate the CAR analysis functions in the S4 System.

In addition, FLHSMV requested that use cases be created for future requests of vehicle and driver data and confirmed that driver and vehicle data currently being shared with S4 Analytics through the crash and citation data exchange can be used for analysis. These use cases will also begin to identify EMS data needs for an EMS data exchange request to improve traffic safety analysis within S4 Analytics. The NH team worked on identifying top 10 use cases to gain stakeholder buy-in for Phase II and begin framing the Phase II scope.

Project Deliverables

Mark said 12 workshops were conducted with the various data system owners to gain a deeper understanding of the state data inventories, data governance practices and technologies over the course of 10 weeks. The resulting traffic records data inventory captures and classifies all data elements for potential inclusion in a cloud data catalog and data warehouse. A total of 1,447 data elements were cataloged and 311 total linkages were identified for the crash, citation/disposition, roadway, and EMS datasets. A total of 922 elements were categorized as master data records. Data element classifications were scaled by the following: level 0 (regulated), level 1 (confidential), level 2 (restricted), level 3 (internal), level 4 (public). This scaling system provides guidance on how to protect the elements, helps determine user access levels and identifies elements that data system owners would likely share with S4 Analytics.

He noted the data inventory includes an assumptions logic tab that outlines additional background on how decisions were made during the data inventory process. A PowerBI Data Blueprint Dashboard was

created to organize and classify data into data streams for potential inclusion in a future state data catalog or data warehouse driven by analytics use cases.

North Highland also performed a data management maturity assessment to determine if data management and data governance was mature enough at the agency level to support the development of a state data warehouse. The maturity findings were in line with what is seen at other state and local governments and the team noted several ongoing state and agency level data management initiatives that will create synergy with this project, including:

- Florida Enterprise Data Catalog Initiative

- TRCC Cloud Feasibility (this project)

- FDOT Reliable, Organized and Accurate Data Sharing (ROADS) project

- FLHSMV Motorist Modernization project

The team assessed each agency's data management maturity on a scale of "Ad Hoc" to "Optimized." Mark reviewed the scores assigned to each agency evaluated. The team determined there are components available across all agencies that would contribute to a robust data management model at the statewide level but ultimately, a data governance structure would need to be defined.

Through a series of workshops and collaborative brainstorming sessions with FDOT, FDOH and UF's Signal Four team, priority use cases were defined to identify opportunities for delivering creased value through data integration and availability. Identified use cases were aligned with the Strategic Highway Safety Plan (SHSP) categories and emphasis area to identify top 10 priority use cases. The team assigned desired outcomes, quantifiable performance measures, dimensions, and barriers to success for each use case.

Project Recommendations

Mark summarized the current state data architecture, noting there are multiple point to point interfaces and public records concerns about data security and data stewardship when the data leaves the Florida State Agency control. He said there are complex memoranda of understandings required for data sharing and a lack of visibility into the data elements that are available for analysis that could be mitigated through statutory data sharing authority between FDOT and FLHSMV. He also noted the concern that Signal Four Analytics is grant funded and would be much more secure, from a funding perspective, if its funding was taken on by a state agency. A review of the Signal Four Analytics and the FDOT FLARIS (ARBM/Intersection Database) System Architectures was provided to illustrate the multiple point to point interfaces and the current projects in motion to merge both data systems into one robust system.

He said the TRCC Cloud Data Warehouse would be multi-schema and multi-dimensional to support data security and data analytics needs. Key recommendations included the following:

- Leveraging FDOT's existing Cloud subscription and infrastructure to provide a robust and relatively easy to deploy cloud-based data warehouse
- Confirm the existing FDOT subscription meets all data security requirements
- Data integrations could be standardized and loaded to a single repository based on MS SQL Server using web services and/or ETL load tools
- Data retrieval for analysis could be standardized and controlled for all analytics consumers
- Data could be stored in multiple schemas for public vs private/protected data access

- Current FDOT cloud subscription could contain both the FDOT Cloud SSO GIS DB (FLARIS and CAR verified crash locations) and the TRCC Data Warehouse

Mark shared an approximated reference price list that included a full build-out of the integrated TRCC cloud data system. Mark said next steps involve developing a detailed business case to move Signal Four Analytics into the FDOT cloud environment and create an integrated data exchange. The team would also develop use cases for an EMS data exchange and the Vehicle and Driver data currently being shared with Signal Four within the citation and crash report data exchange to improve safety analysis.

Mark thanked everyone for attending, and for their work and input throughout the process. He reviewed the objectives of the Cloud Feasibility Study from where it started in May to completion in August. He said the objective of the study was to answer one primary question: how feasible is a cloud infrastructure that would increase data integration and analytics for the goal of increasing safety and value to both taxpayers and road users.

Participants had the following questions and comments:

- Melissa Gonzalez said the current state data system review was helpful moving into Phase II, especially in identifying barriers for what the future data environment could look like through the detailed review of the architecture component of the study. She said it was useful to see where resources were being spent and also emphasized the non-monetary value the study provides in linking the Signal Four analytics platform to the FDOT cloud environment. Increased security and standardizing the linkages into the repository will better data analytics to help save lives. Melissa also stated that the TR data inventory and use cases identified the limitations of each data element/source(s) and how integrating them under one architecture will help identify and bridge gaps in the different data repositories to improve data quality.
- Brenda Clotfelter, FDOH, asked if the technical team will have an opportunity to receive the final deliverables as the TR inventory will assist with the State Data Cataloging initiative.
  - o Yes.
- Trenda McPherson, FDOT Bike/Pedestrian Coordinator, noted that the Pedestrian and Bicycle Safety Program and the Motorcycle Safety Programs have both had success in sharing data with the EMS and Trauma data systems. This data is provided in an aggregate form and has been useful to both programs and can provide additional suggestions on potential data linkages that have been effective for these programs.
- Amy Pontillo, FSU, asked whether the study's cost estimate considered intrusion detection software.
  - o Mark said the assumption is that FDOT already has such software, but added that if that is not the case, it should be added.

Melissa thanked Mark and everyone who helped saying much knowledge was gained, emphasizing how mind opening it was to see the availability and opportunities in using the various traffic data elements.

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

FSU: TraCS Support, Enhancement, and Training

Amy Pontillo, FSU, provided an update on the Traffic and Criminal Software (TraCS) project. She introduced the TraCS team and noted the team is currently hiring one additional Other Personnel Services position. She said there are currently 194 agencies using TraCS with 26,608 users. To encourage agencies to submit crash reports in a timely manner, TraCS has implemented email alert notifications to 160 hosted law enforcement agencies (LEAs) for crash report submissions. She said there are some LEAs that are not submitting their crash reports for months at a time which is skewing the timeliness metric. The quarter 3 timeliness objective has been met with a 6.3-day load time rate. She said accuracy remains at 99 percent or above for a total of 63,271 crash reports loaded in quarter 3. Approximately 35 percent of the state's crashes are reported through TraCS. Amy said all LEAs are using the same version of TraCS to improve uniformity in data collection methods. Almost all agencies are using some sort of Florida Crime Information Center (FCIC) and National Crime Information Center (NCIC) interfaces and many of those agencies are using the Electronic License and Vehicle Information System (ELVIS). She noted only 5 of the 188 crash reporting TraCS agencies are not using the Signal Four Geo-location tool currently integrated with TraCS. About 13% of TraCS agencies have mandated the Geo-location tool for citation reporting. Amy said TraCS conducts data sharing with the Florida Department of Law Enforcement (FDLE) with 42 agencies are sharing through the Law Enforcement-Information Exchange (LInX) and 8 are sharing through the Federated Integrated Network for Data Exchange and Retrieval (FINDER) software. Amy reminded participants TraCS has fully transitioned to Digital Systems Management for data hosting services and retains a physical data backup site at Panama City Police Department.

Amy said Orlando Police Department, Fort Lauderdale Police Department, and Flagler County Sheriff's Office are in process of transitioning to TraCS. As for development, she said
the TraCS Geolocation interface was rewritten so users can now use any web browser they choose and is working on transmitting additional data elements to Signal Four to improve data accuracy.

Amy said the team is still working on rewriting the necessary external interfaces and to transmit data to FDLE using the new scheme (Florida Incident-Based Reporting system or FIBRS). Discussions have begun for integration efforts for the drug recognition expert (DRE) form into TraCS as required by the National Highway Traffic Safety Administration (NHTSA). The team also conducted two webinars in 2021 and will continue to conduct monthly webinars in the next fiscal year.

There were no questions for Amy.

FSU: Electronic License and Vehicle Information System (ELVIS)

Zoe Williams, FSU, provided an update on ELVIS and introduced the ELIVS team managers. She reminded attendees that the purpose of ELVIS is to allow officers to query FCIC/NCIC data in a web format and easily import it into traffic report writing software. She said 222 agencies with 23,831 user accounts are using ELVIS with approximately 850,000 queries per month totaling 9.4 million queries this fiscal year. She noted that ELVIS software is integrated with TraCS, Mark43, Tyler Technologies (New World), and LexisNexis. The team is working on moving access levels to user roles, rather than individual users (i.e., patrol and dispatch). The team is also working on setting up a backup site at Seminole County Police Department but due to COVID, installation has been postponed. ELVIS is also expanding the application programming interface (API) to include additional vendors and standardize the export and allow for broader support. She said the User Forum was conducted virtually on August 9, 2021.

Zoe said the most requested feature is the ability to run driver history through FCIC/NCIC. Florida is one of the few states that does not allow this due to Florida driver history only available through the FLHSMV's DAVID. She said the average cost of ELVIS per user is about $22 and continues to decline every year. She concluded saying that the system is seeing steady growth over time due, in part, to new school boards and increases in dedicated school resource officers running tags and crashes on school grounds.

There were no questions for Zoe.

<u>FLHSMV: Crash & UTC Data Improvement</u>

Richie Frederick, FLHSMV, provided an update on the Crash and UTC data improvement project. He said an objective of the grant is focused on improving location accuracy on crash reports throughout the state. The team has vetted an initial approach with Signal Four Analytics to develop a score card similar to the Accuracy, Completeness, and Timeliness (ACT) reports sent to LEAs on a quarterly basis. He said they are partnering with the S4 Team on educational materials and meet biweekly. Richie said the scorecards are less of an accuracy measure and more of a determination on whether the crash needs further review to identify an accurate location. The first quarter location accuracy scores should be submitted at the end of the month via an automated solution to easily distribute across the state.

Richie said the team is continuing to prioritize UTC improvements on completeness and accuracy by 3%. He said three trainings were conducted throughout the state with 330 total attendees, with approximately 59 law enforcement agencies and 19 county clerks represented. The team also continues to work with FMCSA to improve Commercial Driver's License (CDL) conviction timeliness.

FLHSMV is continuing the crash closeout for 2020 and is working on plans for updating the crash form. A project proposal for a total modernization to the crash database structure to include updates based on the NHTSA Model Minimum Uniform Crash Criteria (MMUCC) are being considered at this time.

There were no questions for Richie.

<u>FLHSMV: Driver Data Improvement</u>

Brook Wiggins, FLHSMV, provided an update on the driver data improvement project. The project plan and timeline have been completed and baseline measurements and goals have been identified. The baseline measurement for timeliness is 113 days with a 3% improvement goal of 110. The baseline measurement for completeness is 0.76% with a 3% improvement goal of 0.79%.

Brook has researched technical solutions to automate the requesting, receiving, and loading of driver history records from other out of state jurisdictions. An American Association of Motor Vehicle Administrators (AAMVA) survey was conducted to determine how jurisdictions are requesting, receiving, and loading driver history records from other jurisdictions and recommendations for improving the existing process. The team also had the opportunity to receive feedback at the AAMVA virtual annual conference as well as the Traffic Records Virtual Forum. Criteria was then created for rating potential vendors. Richie said Florida is scheduled to join the State-to-State (S2S) System, which enables the driver history exchange functionality by January 2024-2025. This means we will be able to electronically request and receive complete driver histories, including convictions, from other jurisdictions.

There were no questions for Brook.

FDOH: Field Data Collection for NEMSIS

Brenda Clotfelter, FDOH, provided an overview of the Field Data Collection for the National Emergency Medical Services Information System (NEMSIS) project. She said 74 percent (222 of 300) of EMS agencies are currently reporting to the state level repository, short of the goal of 85 percent. Improving reporting by aggregate agencies will help make progress toward the completeness goal. She noted 98.65 percent of EMS emergency run reports are submitted to the state repository which surpassed the 95 percent completeness goal. 98.65 percent of EMS run reports are submitted in compliance with NEMSIS Version 3. Brenda said the team has participated in the National Association of State EMS Officials (NASEMSO) annual meetings and NEMSIS Technical Advisory Conference. The FDOH team will start to change the way accuracy is measured to better evaluate the accuracy of patient information, cardiac arrest, valid system times, cause of injury, clinical times recorded, and other incident information.

Brenda said the team is focused on publishing an approved Florida Data Dictionary for NEMSIS 3.5 by December 2021 (delayed due to COVID-19). A draft has been submitted to the EMS Advisory Council Data Committee and expecting to have approval to move forward in October 2021. The timeliness objective measures at 84 percent of runs in the repository submitted within 10 hours. Currently integration efforts are with the Health Information Exchange data, crash records, ESSENSE, and Trauma data all integrated through BioSpatial. The team has also implemented improvements to State EMS Strategic Measure Dashboards and are working to provide additional dashboards for users.

There were no questions for Brenda.

UF: Central Crash Data Repository and Improved Crash Data Quality

Michele Snow, UF, gave an update on the Central Crash Data Repository and Improved Crash Data Quality project. This project is focused on synchronizing the FLHSMV and Signal Four Analytics crash databases, eliminate duplicate storage of the S4 and FDOT crash report copies received from FLHSMV, and improve the FLHSMV process for storing crash diagrams to support high resolution aerial photos. A light synchronization has been completed and the S4 team is providing FLHSMV daily emails to identify and resolve the discrepancies between the databases. A table providing the comparison between the two systems was provided to the TRCC. The FLHSMV has been able to successfully allocate IT resources to implement the full synchronization process and develop an image service for crash reports to be centrally served from the FLHSMV server.

There were no questions for Michele.

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

Michele Snow, UF, gave an update on the Geolocation-Based Crash Diagramming and FDOT Crash Mapping to Improve Crash Location Timeliness and Quality project. One objective of this project is to develop a geolocation-based crash diagramming tool for officers to ensure consistency between the location data elements and the crash diagrams of the crash report. The team is close to sharing a demonstration of the diagramming tool which is automatically linked to the S4 Geo-location tool. Another feature developed is the automatic pre-construction of the diagram using vehicle information from the crash report such as vehicle number, type, color, traveling direction, area of initial contact, and vehicle maneuver. Diagramming context is represented by aerial photography or cartographic base maps depending on the user's preference. Interactive elements are being developed to allow officers to add vehicle location before and after the crash and connect them with line paths, adjust vehicle paths, change vehicle types, color and orientation, and save, load, and edit the diagram. Michele noted that 92.5 percent of historic crashes involve either one or two vehicles so the diagramming tool will focus

on adding those elements to the crash report first. Current efforts in progress are various bug fixes and adjustments, completing the vehicle icon set based on historic crash data, and testing.

Michele said the second task to this project was to unify the crash location processes among the FDOT CAR System, S4 Analytics, and law enforcement to achieve one consistent statewide geolocation process. The team has completed mockups and process flow for the location consolidation of Signal Four and CAR System. Database schema has been completed and the development of the CAR Editor screen is in progress. Editors will be able to search using Google and ESRI and plot crash locations from the batch process. The ability to place a new point on the map will return matching addresses for each location type (i.e. intersection, segment, ramp, and off roadway). Other features in place are the editing of FDOT roadway attributes and to display relevant attributes for fatal crashes which will require seven fields to be displayed for completion by the Editor. Upcoming development and functions include connecting the Editor functions to the S4 database, apply the appropriate changes to the database, and creation of pools and queues.

Participants had the following questions and comments:

- Amy mentioned that TraCS is focused on integrating the diagramming tool into TraCS, once completed in FY22.
- Joel Worrell, FDOT, asked if this FDOT geolocation tool will allow for editors to add data like ownership of the road?
  - Benjamin Jacobs, FDOT, said the editors in the Crash Records section will not be using the Signal Four Geolocation Tool to add roadway data. Those roadway data will be supplied to Signal Four by means of FLARIS and ARBM datasets for roadway data for all public roads, including the FDOT roads from the Roadway Characteristics Inventory. The step in the process in which the roadway data might be entered by editors is at the point of the review and update of the roadway data in the FDOT State Safety Office before the transfer to Signal Four. We have a project starting in October that should get us a process, tools, documentation and training for the roadway data entry and maintenance tasks.

FDOT/UF: CAR System Rewrite (FDOT State Funded Project)

Michele Snow, UF, provided the update for the CAR System Rewrite project. The purpose of this project is to expand S4 Analytics with the CAR System functionality and to consolidate data, analytics, and reporting into a unified system.

The S4 and FDOT teams have developed a review of ad hoc and other report FDOT requires for data analysis needs. Outputs are being developed to include mockups. A security plan has been completed and is in the review process. With analysis filters and standard reporting requirements in place, final determination of the expanded filters to be incorporated into the Signal Four application are next.

There were no questions for Michele.

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

Michele Snow, UF, gave an update on the Unified and Sustainable Solution to Improve Geolocation Accuracy and Timeliness of Crashes and Citations project. S4 continues to work with TraCS to have the Geolocation tool mandated for all crash reporting LEAs. At this time, 91% of the TraCS LEAs are

geolocating crash reports. Usage statistics provided demonstrated approximately 186 LEAs have geo-located 144,167 crashes, 134 LEAs have geo-located 107,467 citations, 114 LEAs have geo-located 46,442 traffic warnings, and 79 LEAs have geo-located 2,829 DUI citations.

The S4 team is coordinating with two external agencies directly to integrate the Geolocation tool within their reporting software. Version 3 of the geo-location tool was launched in March. Future activities are to continue to make improvements to the tool as needed and to hire a technical support Other Personnel Services position to assist with IT support needs between the tool and software vendors.

There were no questions for Michele.

<u>UF: Expanding Accessibility, Utilization, and Data Integration of Signal Four Analytics</u>

Michele Snow, UF, gave an update on the Expanding Accessibility, Utilization, and Data Integration of Signal Four Analytics project. She provided an overview of updates made to the Signal Four system, including the Florida Traffic Safety Dashboard, additional customization options, and features in progress.

New additional features to S4 Analytics are custom draw mapping tools (i.e. rectangle, polygon, circle), first harmful event filter, updated layout to reflect the SHSP Emphasis Areas, and a legend with colors to correspond to the crash severity and day and night crashes. The team is focused on migrating features from the old S4 version to the new and is on track to retiring the old system by October 1, 2021. A Signal Four Data Dictionary has been created and located on both the Florida Traffic Safety Dashboard and internal S4 Analytics platform. Additional user-friendly features have also been added such as data download options to select tables separately, mapped crashes and crash reports. Once the user selects their data download preferences, an email with a link to retrieve the data will be sent to the user with a limited amount of time to download. Examples were provided to demonstrate the user experience.

Michele said features in progress include the Network search filters (i.e. intersection, street, custom network), charts, and expanded filter options. The expanded filter options include three main categories such as crash circumstances, participants, and vehicles involved.

Active users and agencies are trending up since the launch of the new S4 Analytics platform. S4 currently has 4,363 users and 716 various agencies. Additional charts were provided demonstrating the number of unique logins and crash report retrievals between both the new and old S4 platforms.

There were no questions for Michele.

Status of FY 2022 Projects   **Speaker: Melissa Gonzalez**

Melissa Gonzalez, FDOT, provided an update on the status of FY22 TRCC (405c) and traffic records (402) projects. She said the Executive Board agreed to fully fund all applicable TRCC projects and provided a quick overview of those project amounts. She noted there was a slight adjustment to the FLHSMV Driver and Vehicle Data Quality Improvement grant which due to budget constraints required the project to be funded under 402 rather than the 405c. A total of $2,161,184 will be funded using 405(c) grant funding and $1,282,001 will be funded using 402 grant funding for a grand total of $3,443,185 for all traffic record improvement projects.

Melissa said the Highway Safety Plan describing FY22 projects was approved by NHTSA on August 16, 2021. She said the state application for 405(c) grant funds was approved on August 17,2021 and the Quantitative Progress Report was approved by NTHSA on August 16, 2021. She reminded project leads there were slight modifications to the FY22 Subagreement Part V requirements and Subcontract Appendix for Part V Clauses.

Participants had the following questions and comments:

- Brenda Clotfelter asked if project leads get a notification in the Intelligrants system when award letters are sent?
    - o Yes, project leads should get a notification.
- Amy asked if Melissa would send the updated Part V documentation changes to allow subrecipient's legal offices a head start to review.
    - o Yes, Melissa will send the updated documentation to all project managers.

Public Comment Period   **Speaker: Melissa Gonzalez**

There were no comments from the public.

Next Steps   **Speaker: Melissa Gonzalez**

Melissa reviewed the dates of upcoming meetings:

- December 3, 2021 - Critical updates on FY22 Traffic Record Projects
- March 11, 2022 - Application Review Subcommittee Meeting- FY23 Projects
- April 8, 2022 - Executive Board VOTING Meeting- FY 23 Projects & Critical Updates on FY22 TR Projects
- September 9, 2022 – Status of FY23 Projects/Critical Updates on FY22 TR Projects

Adjourn

- Melissa thanked attendees for their participation. Meeting was adjourned at 11:54 am.

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