TRAFFIC RECORDS COORDINATING COMMITTEE MEETING REPORT

JUNE 27, 2025

Prepared For:

FLORIDA DEPARTMENT OF TRANSPORTATION

Prepared By:

CHRIS CRAIG, TRAFFIC SAFETY ADMINISTRATOR

Meeting Notes Taken By:

CAMBRIDGE SYSTEMATICS, INC.

ATTENDEES

NAME	TITLE	AGENCY	EMAIL	
TRCC EXECUTIVE BOARD				
Beth Allman (Chair)	Senior Manager	FCCC	Allman@FLClerks.com	☒
Major Lisa Barnett (Vice-Chair)	FHP Major	FHP/FLHSMV	Lisabarnett@flhsmv.gov	☒
Capt. Steve Barrow	Captain	LCSO/FSA	barrows@leoncountyfl.gov	☐
Ty Carhart	Interim EMS Administrator	FDOH	Ty.Carhart@fl.health.gov	☐
Lora Hollingsworth	Chief Safety Officer	FDOT	Lora.Hollingsworth@dot.state.fl.us	☒
Robert Kynoch	Deputy Executive Director	FLHSMV	RobertKynoch@FLHSMV.gov	☐
Deputy Chief Tonja Smith	Deputy Chief	TPD/FPCA	Tonjab.smith@talgov.com	☐
TRCC MEMBERSHIP				
Dr. Ilir Bejleri	Associate Professor/Principal Investigator	UF	Ilir@UFL.edu	☒
Danielle Bell	Senior Management Analyst Supervisor	FDLE	DanielleBell@fdle.state.fl.us	☐
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David Burt	Operations Management Analyst	FLHSMV	DavidBurt@flshmv.gov	☒
Brenda Clotfelter	EMSTARS Project Manager	FDOH	BrendaClotfelter@doh.state.fl.us	☒
Chris Craig	Traffic Safety Administrator	FDOT	Chris.craig@dot.state.fl.us	☒
Chief Jeffrey Dixon	FHP Chief	FHP / FLHSMV	JeffreyDixon@flhsmv.gov	☒
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Margaret Edwards	System Administrator	ELVIS	MEdwards@ELVISFlorida.org	☒
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Dr. Rupert Giroux	Safety Data Coordinator	FDOT	Rupert.Giroux@dot.state.fl.us	☒
Melissa Gonzalez	Crash Records Program Manager	FLHSMV	MelissaGonzalez@FLHSMV.gov	☒
Joey Gordon	Transportation Data Analysis Supervisor	FDOT	Joey.Gordon@dot.state.fl.us	☐

Larry Gowen	Chief Performance Officer	FLHSMV	Larry.Gowen@FLHSMV.gov	☐
Raymond Hemmes	UTC Program Manager	FLHSMV	raymondhemmes@flhsmv.gov	☐
Major Gary Howze	Colonel	FHP/FLHSMV	garyhowze@flhsmv.gov	☐
Ben Jacobs	Crash Records and Research Admin.	FDOT	Benjamin.Jacobs@dot.state.fl.us	☒
Zhaochen Jiang	Oracle Application Database Administrator	UF	zhaochen.jiang@ufl.edu	☐
Scott Lindsay	Chief Data Officer	FLHSMV	ScottLindsay@FLHSMV.gov	☒
Angela Lynn	Program Manager	FLHSMV	AngelaLynn@FLHSMV.gov	☒
Becky Marsey	Performance and Trends Manager	FDOT	becky.marsey@dot.state.fl.us	☐
Erin Morgan	Safety PIO	FDOT	erin.mcdade@dot.state.fl.us	☒
Arthur Nelson	Transportation Data Analyst	FDOT	arthur.nelson@dot.state.fl.us	☒
Travis Pelham	Operations Supervisor	FLHSMV	travispelham@flhsmv.gov	☐
DaNa' Perry	Fatality Analysis Reporting System	FLHSMV	DanaPerry@flhsmv.gov	☐
Kathleen Perry	Support	FSU		☒
Amy Pontillo	Systems Architect	FSU	Amyc@TraCSFlorida.org	☒
Thomas Rast	Inventory Control Manager	FLHSMV	ThomasRast@FLHSMV.gov	☒
Tim Roberts	Law Enforcement Liaison, Program Coordinator	FDOT	Coordinator@FloridaLEL.info	☒
Henry Rivera	Bureau Chief of Records	FLHSMV	HenryRivera@flhsmv.org	☒
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Dr. Lisa Spainhour	Professor / Principal Investigator	FSU, TraCS / ELVIS	Spainhou@eng.fsu.edu	☒
Michael Suleski	Chief of Staff	Tallahassee Police Department	Michael.Suleski@talgov.com	☐
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CONSULTANT SUPPORT				
Danny Shopf	Senior Associate	Cambridge Systematics	DShopf@camsys.com	☒
Alan Amidon	Associate	Cambridge Systematics	aamidon@camsys.com	☒

OTHERS IN ATTENDENCE

Gary Eggebraaten, Florida State University

Franko Galoso, Gresham Smith

Sharayton Kalkai, Florida Department of Transportation

Chanyoung Lee, Center for Urban Transportation Research

Taryne Marcus, Florida State University

Young Keung Yang, Center for Urban Transportation Research

VIRTUAL ATTENDANCE

Danielle Bell, FDLE

Joey Gordon, FDOT

Thomas Wilson, FLHSMV

MEETING SUMMARY

WELCOME AND INTRODUCTIONS

Chris Craig, Florida Department of Transportation (FDOT), welcomed participants and thanked them for their attendance. He facilitated a round of introductions and provided an overview of the meeting's agenda items.

EXECUTIVE BOARD MEMBERS

Chris displayed the Executive Board Members as follows:

› Beth Allman, Florida Court of Clerks and Comptrollers

› Major Lisa Barnett, Florida Highway Patrol

› Captain Steve Barrows, Leon County Sheriff's Office/Florida Sheriffs Association

› Ty Carhart (Interim), Florida Department of Health

› Lora Hollingsworth, Florida Department of Transportation

› Robert Kynoch, Florida Department of Highway and Motor Vehicles

› Deputy Chief Tonja Smith, Tallahassee Police Department/Florida Police Chiefs Association

APRIL 4, 2025, MEETING MINUTES

Chris said the April 4, 2025, Meeting Minutes were unanimously approved via email prior to the April meeting.

FY 2025 PROJECT UPDATES

CRASH AND UNIFORM TRAFFIC CITATION (UTC) DATA IMPROVEMENT: FLHSMV

Melissa presented an update on the Crash and UTC Data Improvement subgrant. She provided a status update on the FY2025 objectives and goals for the UTC Data Improvement Subgrant.

She discussed the provider support initiative that aims to provide a weekly error report and dashboard and the process for enhancing the e-crash load error report. Next, Melissa provided snapshots of reconciliation reports and high-level statistics that can be produced through each vendor via the dashboard. The weekly report captures completeness, accuracy, and timeliness. Melissa noted that the team has conducted demos with five different e-crash vendors. She emphasized that of the 200 agencies submitting using Traffic and Criminal Software (TraCS) in the last fourteen days, only four have reported submission issues.

Crash Objective 1- Create a work plan to improve the accessibility of the Accuracy, Completeness, and Timeliness (ACT) Report.

Melissa provided a status update on this objective. She noted that the analysts continue to meet and are drafting a business requirement document to improve the accessibility of the ACT report.

Crash Objective 2 – Implement enhancements to the ACT Report to improve accessibility.

Melissa provided a status update on this objective. She said that the team is working towards defining a method to link and integrate the ACT report to the Weekly Report mentioned previously and discussed the benefits of this approach.

Crash Objective 3 – Expand the ACT reports to include vehicle and driver accuracy and completeness measures.

Melissa provided a status update on this objective. She noted that the analysts have identified vehicle tables in the Analytical Warehouse to build queries and scripting to embed within the ACT report and have drafted performances measures for Crash data Vehicle Identification Number (VIN) comparison to Motor Vehicle (MV) registration and Title Data. She discussed next steps for the vehicle and driver data systems affected by this objective.

UTC Objective – State to State (S2S) Verification Service

Melissa reviewed the S2S business requirements to inform her of an update on duplicate credentials. She noted that 43 states have adopted S2S, despite a deadline for all states in September 2025.

UTC Objective 4 – Identify and resolve duplicate credentials to improve uniformity of driver history data

Melissa said that the technicians working on this objective recently resigned and that the team is looking to hire additional technicians. Melissa emphasized that since October 2024 46,236 duplicate credentials have been resolved and also expects the number of duplicate credentials to increase before the deadline as more states come online.

Participants had the following questions and comments:

- Amy Pontillo, TraCS, noted that TraCS does not host data for the four agencies reporting submission errors.
- Beth Allman, Florida Court Clerks & Comptrollers (FCCC), asked what kind of errors are causing issues? - David Burt, FLHSMV, said the different types of -errors include error count by agency, information and region errors, and project errors.
    - Amy said that it's a data quality issue not a database issued and emphasized that TraCS has one person looking at all errors, speeding up the process and the ability to distribute in different file formats.
- Chris noted that it was interesting to see which vendors had the most errors.
    - David emphasized that the vendor with the most errors were in the process of submitting the backlog for one single agency and that half of the reports from that backlog errored out.
- Amy asked if there is integration with Vehicle Identification Number (VIN) Verification?
    - No this is more referencing Florida Crime information Center (FCIC) and National Crime Information Center (NCIC) interface tools, its passing through that interface and connected with FLHMSV and Florida Department of Law Enforcement (FDLE), and produces a score through the scan against what is actually in driver and vehicle tables. The goal is then to map that out.

DRIVER AND VEHICLE DATA QUALITY IMPROVEMENT SUBGRANT: FLHSMV

Angela Lynn, FLHSMV, presented on the Driver and Vehicle Data Quality Improvement subgrant. She noted that the subgrant position is still vacant. She said she is conducting interviews and routing through the internal process with a goal of hiring someone in the next month.

Participants had the following questions or comments for Angela.

FIELD DATA COLLECTION FOR NATIONAL EMERGENCY MEDICAL SERVICES INFORMATION SYSTEM (NEMSIS): FDOH

Brenda Clotfelter, Florida Department of Health (FDOH), gave an update on the Field Data Collection for National Emergency Medical Services Information System (NEMSIS) subgrant and associated objectives.

Completeness

Brenda said that 93 percent of Emergency Medical Services (EMS) agencies were submitting to the state incident level repository. She noted that there are 34 agencies in aggregate, and that the team is not anticipating meeting the 99 percent goal. She emphasized that this fluctuates based on the number of licensed agencies. As of May 2025, there were 339 total licensed agencies, of which there are 316 submitting to the state level repository. Additionally, 99 percent of EMS emergency run reports were submitted to the state repository. She emphasized the percentages she just mentioned fluctuate from meeting to meeting due to smaller vendors being bought by larger vendors. The team participates in NEMSIS calls every month and are active participants in the National Association of State EMS Officials (NASEMSO).

Uniformity

Brenda said the team is focused on increasing the percentage of EMS emergency run reports submitted in compliance with NEMSIS Version 3.5 to 100 percent by the end of the fiscal year. She said that there was a 4.4 percent increase bringing the percentage of EMS emergency run reports in compliance with NEMSIS 3.5 to 87.8 percent. Brenda noted that compliance is somewhat dependent on the software vendors, 12 of which can be submitted to Version 3.5. The way that the vendors roll out compliance can play a role as well.

Uniformity/Accuracy

Brenda noted the monthly updates to the State Data Set were completed in October, the quarterly business rules review was completed, the schematron business rule update was completed, and the review of the new V3.5.1 elements was completed in December. She emphasized that the remaining V3.5.1 changes are under review.

Accuracy

Brenda said the average NEMSIS data quality score has remained the same at 90 percent with increases in quality for patient information and other incident information and decreases in injury information and clinical times recorded. Brenda noted that the team is looking at other measures, are implementing a warning dashboard that will display that will inform agencies of warnings due to business rules and clinical issues to enhance clinical accuracy. The dashboard enables deeper data analysis of strategic measures and data elements.

NEMSIS quality report checks certain elements with different values. Because of the difference in values, the team is looking at identifying more clinical measures that regional coordinators find relevant. The intent would be that quality would improve with more local exposure by regional representatives documenting each measure during their coordination trips around the state. This could provide summary statistics at the regional level. This could be worth reporting on regularly and may evaluate the effectiveness of utilizing clinical performance measures on data quality.

Brenda displayed the Data Quality Score Dashboard that is provided monthly to regional coordinators to review with agencies as needed. She said that BioSpatial produces the score and facilitates more regional and agency level input as well.

Timeliness

Brenda noted that 74.57 percent of Version 3 EMS emergency run reports were received within 10 hours and 88 percent were received within 24 hours in the previous quarter. Since the previous goal of 70 percent was met, the new timeliness objective will be set at 97 percent. She also said that there was an increase by 6.3 percent of agency demographic record resubmissions due to implementation of the new policy. The team is reminding agencies and vendors to make the monthly resubmission automatic.

Integration

Brenda said that the Memorandum of Understating (MOU) with FLHSMV to link crash data to the EMS state repository is in place. Additionally, Cardiac registry data can be submitted directly now. Brenda suggested this

upcoming fiscal year, there could be an opportunity to integrate EMS data with Signal4 Analytics (S4), if Biospatial receives funding.

Luis demonstrated the dashboard visualization tool that the MOU with FLHSMV made possible.

Participants had no questions or comments for Brenda.

- Chris emphasized that providing subgrant funds for Biospatial, the subgrant will need to be amended to make it allowable. He noted that its feasible through the amendment process.

- Beth asked if the vehicle type in the dashboard is derived from crash reports or citations?
  - The vehicle type information is derived exclusively through crash reports. This dashboard is based on access permissions and is not open to the public, with FLHSMV coordinating access. Those with access can see EMS data, but not Personal Identification Information (PPI) or Personal Health Information (PHI). Regional coordinators have access to a different dashboard and can drill down to the agency level.

- Melissa asked if there was a disclaimer about data linkages?
  - There is not a disclaimer currently, but it can be added.

- Melissa said that FLHSMV is considering exploring the possibility of conducting the annual crash closeout on measures besides crash severity.
  - For future integration of EMS and Crash data, it will be important to understand severity from the perspective of the responding law enforcement official from the beginning to improve performance.

- Scott Lindsay, FLHSMV, asked how are severe and non-severe crashes being categorized?
  - Severity is being categorized based on Biospatial's definitions, which are accessible through the dashboard.

- Melissa noted that the National Highway Traffic Safety Administration (NHTSA) has previously recommended enhanced injury severity codes.

TRAFFIC AND CRIMINAL SOFTWARE (TRACS) SUPPORT, ENHANCEMENT, AND TRAINING: FSU

Amy Pontillo, TraCS, gave an update on the Traffic and Criminal Software (TraCS) Support, Enhancement, and Training subgrant. She said TraCS currently has 30,776 users across 224 agencies.

Accuracy
Amy said that the objective to maintain the low number of load errors for crash reports submitted electronically to FLHSMV using TraCS continues to be met with 99.99 percent load accuracy.

Completeness
Amy said that in Q2, TraCS represents 45 percent of all law enforcement agencies that conduct traffic safety activities in Florida. She said that from January 1st to March 31st there were 170,864 total crash reports submitted electronically with 77,011 submitted through TraCS.

Uniformity
Amy said 207 agencies are using the crash form and 188 agencies are using the citation form within TraCS. Additionally, she said that 21 agencies are submitting paper crash reports and that the team is working on moving all agencies to citation reporting to the most updated version of the Traffic Citation Accounting Transmission System (TCATS), with 94 agencies on version 6.1, 59 agencies on version 6.0.1, and three agencies utilizing a proprietary submittal service, and 26 submitting paper. Additionally, there are 38 agencies that utilize TraCS submitting to the Florida County Clerks and Comptrollers (FCCC) state citation repository and 143 agencies utilizing TraCS that are not

submitting to the FCCC state citation repository with 49 TraCS agencies that are submitting to FCCC. Similarly, 24 Counties with agencies utilizing TraCS are not submitted to FCCC and 22 are.

Integration

Amy said that 192 TraCS agencies are using TraCS with the Electronic License and Vehicle Information System (ELVIS) and over 99 percent of agencies are using the Florida Crime information Center (FCIC) and National Crime Information Center (NCIC) interface. She said that all agencies using TraCS are mandated to use the Signal4 (S4) Location Tool with 29,423. Additionally, she said that 20 agencies are mandated to use the S4 location tool on the citation form with 172 agencies not mandated to use the tool for citation forms. Amy noted that 197 agencies are currently using the S4 Diagram Tool. Lastly, Amy noted that there are data sharing programs that share data with FDLE.

Accessibility

Amy said that TraCS is currently the primary data hosting site for 200 agencies. She said that there are multiple agencies that would like TraCS to host their data. There are an additional 24 agencies for which TraCS does not host data.

Timeliness

Amy said that the average delay between the initial crash date and when the data is entered into FLHSMV databases is 8.89 days.

Participants had the following questions or comments for Amy:

- Melissa said that at the previous meeting, the committee discussed changing the contract language with law enforcement to resolve issues with using the diagram tool.

  - Amy indicated that it would be beneficial but cautioned that some large agencies may not be on board. So incentivizing agencies to move over would be ideal until the database migration is complete.

- Multiple participants discussed ways to enhance the understanding of the data flow between FLHSMV, TCATS, and TraCS. Beth recommended forming a subcommittee for additional coordination.

ELECTRONIC LICENSE AND VEHICLE INFORMATION SYSTEM (ELVIS): FSU

Zoe William, ELVIS, gave an update on the Electronic License and Vehicle Information System (ELIVS) subgrant. She provided background on the data system noting that ELVIS is run through FCIC and run by FDLE which provides access to other states license information. Next, Zoe introduced the ELVIS team welcoming Gary Eggbroughton, the IT Director of Florida State University, and Terryon Larkins, the recently hired junior developer for ELVIS. Then, Zoe provided an overview of the usage numbers for ELVIS. She said there are currently 42,206 users across 294 agencies using ELVIS. She said there were 20,195, 078 queries ran this fiscal year so far with nearly 2.3 million queries per month with an approximate increase of 170,000 queries since April.

Next Zoe reviewed the FY2025 development goals/ Then Zoe discussed ELVIS's increase in usage over time from 39 agencies in 2016 to 294 in 2025 and 3,667 user accounts to 42,206 in 2025.

She concluded by emphasizing the $15.00 average cost per user for ELVIS.

Participants had no questions or comments for Zoe

EXPANDING ACCESSIBILITY, UTILIZATION, AND DATA INTEGRATION OF SIGNAL FOUR ANALYTICS: UF

Ilir Bejleri, University of Florida (UF), gave an update on the Expanding Accessibility, Utilization, and Data Integration of Signal4 Analytics project. He provided an overview of the subgrant activities. He noted there have been 75 new

users since March 1st, 2025, with approximately 566 active users since the start of the subgrant. He said there were 11 new agencies and consulting firms since March 1st, 2025, as well, with 67 new agencies and consulting firms since the beginning of the subgrant. To date there are 6,306 users across 1,208 agencies and firms. He said that on average there are about 22,300 queries or reports per month. Additionally, on average there are about 10,500 views per month of the public dashboard since March 2025.

Participants had the following questions or comments:

- Amy asked if citation data is automatically mapped based on parcel data?

   o Citations have a location description, but that description is not as detailed as needed or formatted for automated computing. Testing for success rates to map citations is below 20 percent. The team has been mapping citations based on latitude and longitude, but that is only valid for agencies that /long, only valid for agencies that have latitude and longitude on their citations. The solution to that challenge would be agencies using geolocation tool.

- Several participants agreed that further conversation would be needed and recommended the formation of a Data Integration subcommittee.

GEOLOCATION-BASED CRASH DIAGRAMMING AND FDOT CRASH MAPPING TO IMPROVE CRASH LOCATION, TIMELINESS AND QUALITY: UF

Ilir Bejleri, University of Florida (UF), gave an update on Geolocation and Crash Diagramming to Improve Crash Data Location, Timeliness, and Quality subgrant and its projects. He stated the purpose of the project is to improve all six crash location data quality attributes of timeliness, accuracy, completeness, uniformity, integration, and accessibility. He said the method behind the Geolocation tool is that it is vendor independent, with a location recorded using one unified basemap that provides consistent location information across agencies.

Geolocation for LEA (S4 Geolocation)
Ilir noted that 100 percent of TraCS agencies are mandated to use the geolocation tool for crash reporting and that 10 percent are using the geolocation tool for citations. He said that on average, 30,000 crash reports per month have used the geolocation tool to map crashes. He said that on average there have been 8,900 users utilizing the tool over since March 1st, 2025, with 200 agencies using the tool over the same time frame. Additionally, 159 agencies have used the tool to map 30,000 citations per month on average March 1st, 2025.

Crash Report Diagramming (S4 Diagram)
Ilir reviewed the diagrams' purpose and noted that over 360,000 diagrams were created since the tools launch with 58,000 diagrams created since March 2025 with 197 agencies currently using the tool. He said that on average 18,000 crash reports per month have been using the diagram tool across 176 agencies.
Ilir provided a status update on outreach efforts, new vendor implementation, and tool capabilities. He concluded with a demo that clears the diagram of vehicles not involved in the crash.

Participants had no questions or comments for Ilir.

FCCC TCATS AND CCIS DEMONSTRATION.

Beth Allman, FCCC, Scott Hartsfield, Director of IT Operations, and Mike Rankin, Program Manager for Comprehensive Case Information System, (CCIS), demonstrated the Traffic Citation Accounting Transmission System (TCATS) and CCIS systema and their data flows. Beth provided background on the FCCC, noting that the association answers to all 67 county clerks and their staff. The demonstration included different agency level views of the system and a step-by-step process of how a crash report flows through the system.

Participants had the following questions and comments:

- Melissa noted that Beth mentioned that Driving Under the Influence (DUI) cases are available in CCIS and suggested that it might be worth considering asking the Florida Impaired Driving Coalition (FIDC), since state attorneys are responsible for diversion. She suggested the lack of awareness of DUI case availability in CCIS could be a training issue.

PUBLIC COMMENT

There were no comments from the public

WRAP UP AND NEXT STEPS

The following were listed as future presentation topics:

> Demonstration of ELVIS

The upcoming TRCC Meetings are scheduled for the following dates:

> September 19th, 2025

> December 5th, 2025

> March 27th, 2026 – Voting meeting

> June 19th, 2026

> September 18th, 2026

ADJOURN

The meeting was adjourned at 12:15 pm.