TRAFFIC RECORDS COORDINATING COMMITTEE MEETING REPORT
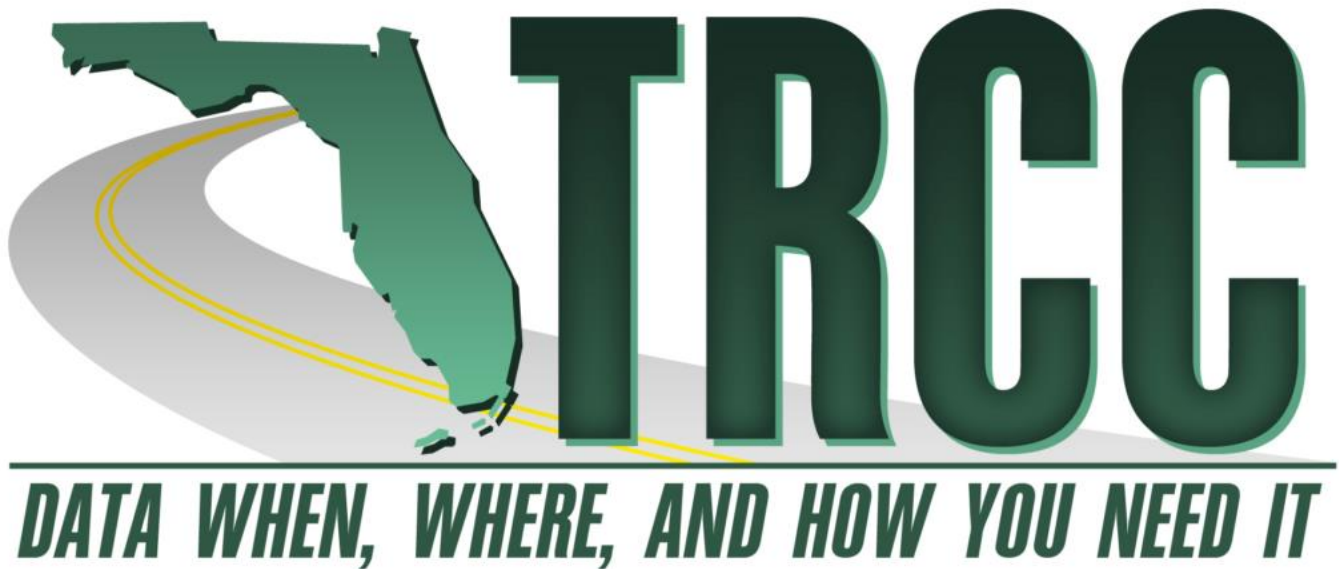
SEPTEMBER 15, 2023

Prepared For:

FLORIDA DEPARTMENT OF TRANSPORTATION

Prepared By:

CHRIS CRAIG, TRAFFIC SAFETY PROGRAM 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	☒
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TRCC MEMBERSHIP				
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Seth Bartee	Systems Administrator	FSU, TraCS		☒
Dr. Ilir Bejliri	Associate Professor/Principal Investigator	UF	Ilir@UFL.edu	☐
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Chief Jeffery 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	☐

Name	Title	Organization	Email	☑
Melissa Gonzalez	Crash Records Program Manager	FLHSMV	MelissaGonzalez@FLHSMV.gov	☒
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Raymond Hemmes	UTC Program Manager	FLHSMV	raymondhemmes@flhsmv.gov	☒
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Bradley Perry	Bureau Chief of Records	FLHSMV	BradleyPerry@FLHSMV.gov	☐
DaNa' Perry	Fatality Analysis Reporting System	FLHSMV		☒
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Dr. Xingjing Xu	Research Assistant Scientist	UF	axuxinjing@ufl.edu	☒
CONSULTANT SUPPORT				

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MEETING SUMMARY

WELCOME AND INTRODUCTIONS

Chris Craig, FDOT, welcomed participants and thanked them for their attendance. He facilitated a round of introductions and provided an overview of the day's agenda items. Chris introduced the new Traffic Records Coordinating Committee (TRCC) Coordinator, Charlton Bradley. Charlton provided his background and experience and said he looked forward to working with the TRCC members over the coming fiscal year.

FY 2023 PROJECT UPDATES

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

Melissa Gonzalez, FLHSMV, presented an update on the Crash and UTC Data Improvement subgrant. She discussed recent progress on subgrant activities which included identifying true validation edits and rules in the database for each element and attribute. Additionally, a new guide to consolidate the database validation edits and rules document with the data dictionary has progressed enough to be internally reviewed. Melissa said that mockups of the guide were presented on August 3rd, 2023. The guide will be included as an appendix in the manual, as well as its own standalone document. The benefits of this new document are that it is user friendly, encourages and assists Law Enforcement Agency vendors in their collection and submission efforts, and assists in future National Highway Traffic Safety (NHTSA) Model Minimum Uniform Crash Criteria (MUCC) mapping efforts. Next steps include seeking approval to add this document as an appendix to the Crash Manual.

Melissa reviewed the objectives for the UTC Data Improvement Subgrant. She said a major milestone was reached with the successful go live date on January 17, 2023, of the driver history component of Objective 1. She noted that Objective 2 will not be met this fiscal year, demonstrating the challenges through the display of a Duplicate Resolution Summary when the State-to-State Database came online. She noted that progress is being made in that a record technician was hired with another record technician position in the pipeline. She closed saying there are approximately seven counties left to process before FLHSMV's 2022 Crash Closeout. The 2022 Closeout is anticipated to be completed sometime in or around October 2023.

Participants had the following questions and comments:

› Chris Craig said the MUCC 6th edition is slated to be updated in the winter of 2024. Is FLHSMV planning on updating the Crash Manual and Crash Form during that same time frame? The Pedestrian and Bicycle Safety Coalition are requesting for the Crash Form to be updated in various ways.

  – Richie Frederick, FLHSMV, said yes and that the database will be updated on the backend, but the charter may or may not be approved. FLHSMV is currently in Phase II of the motorist database modernization and crash modernization is a component of Phase III. FLHSMV cannot promise the requests made by that coalition will be implemented but is open to having the conversation and encourages them to reach out to begin that dialogue.

› Melissa said that the sooner feedback is captured the better and that she is open to suggestions. She mentioned that as part of the MMUCC 6th edition update, NHTSA is conducting a law enforcement survey. She noted that she's aiming for the completion of this to align with the State Electronic Data Collection (SEDC) application, noting that MMUCC aligns all federal data elements including Highway Performance Monitoring System (HPMS), Fatality Analysis Reporting System, (FARS), and others.

- Chris Craig asked if NHTSA subgrant funding could be used for the database update instead of relying on the SEDC application.

- Richie said that FLHSMV does not have the bandwidth to implement those changes. Although assumed to be allowable under the NHTSA subgrant it has historically been more of a staffing than financial challenge.

❯ Ben Jacobs, FDOT, noted that the State Safety Office has many crash form changes ready to be shared.

❯ Richie noted that compared to 2022, 2023 crashes are trending down.

- DaNa' Perry, FLHSMV, emphasized that there were approximately 250 less fatalities at this stage in the Crash Closeout compared to the previous year.

DRIVER AND VEHICLE DATA QUALITY IMPROVEMENT: FLHSMV

Asher Lucas, FLHSMV, provided an update on the Driver and Vehicle Data Quality Improvement subgrant. He said several of the subgrant objectives were met early in the third quarter. He noted the SSN verification flag is a completeness measure that ensures all DL records have a SSN. He said the DL purge is an accuracy and timeliness measure used to determine if the purging of records is in accordance with FLHSMV rules for deceased, expired, and non-licensed customers, while also being implemented efficiently. Asher said that the DL purge accuracy performance measure target was met in April. When discussing the timeliness objective, he said that there was an issue identified in in the purge system going live with the State-to-State Database. He noted that there were two million records that should have been purged but had not been. This issue may have been related to the modernization process. Despite this, the team has worked through that backlog.

Asher provided recommendations for each system as well as new measures for each of their objectives.

Participants had no questions or comments for Asher.

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

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

Brenda reviewed the completeness objective of increasing the number of emergency runs submitting to the state level repository to 100 percent by September 30, 2023, and are currently at 84 percent, up about one percent since the last meeting. For uniformity, the team is focused on increasing the percentage of emergency runs in compliance with NEMSIS Version 3.5.

The team has published an updated data dictionary to include business rules for NEMSIS Version 3.5 and is working with vendors to ensure readiness to transition to NEMSIS Version 3.5. The team is also participating regularly in the NEMSIS Technical Advisory Conference and National Association of EMS Officials (NASEMSO) annual meetings to finalize their implementation strategy.

The team is committed to making improvements in accuracy, particularly related to injury information, the lowest quality data element currently evaluated. The team has been highly successful in achieving the timeliness goal thanks to integrated web reporting. Brenda said 82 percent of emergency runs are received within 10 hours.

The team continues to identify opportunities to link additional data sources to the EMS repository. Currently, the team is working on linking the Stroke Registry and looking ahead, will focus on opportunities to link the trauma dataset. The team is tracking the utilization of the BioSpatial Platform while also working to increase the platform's utilization. Brenda said that agencies are now submitting demographic information. She said that the measures for this have been defined, a baseline of 8.92 percent of agencies submitting demographic information has been set, and that monitoring and reporting measurements have been implemented as of April 2023. She said the demographic submittal information has been included in the new Data Quality Score used to assess agencies' submittal across several components.

Brenda discussed the new Data Quality Score saying it is based on the predictive average in each call volume. The score is intended to assess how effective the submittals are in terms of compliance with business rules and whether they are submitted within ten hours of the emergency event. The Data Quality Score is assessed monthly and is a composite of scores for event completeness, event validation, event latency, and demographic latency. She said that completeness and latency were the highest, validation could use some improvement, and that demographic latency had the lowest quality score due to being the newest component of the quality score. She said this tool can be useful across the different types of information submitted by emergency agencies. Its relevance will continue to increase as it is further implemented.

Participants had the following questions and comments:

› Melissa asked if submitting demographic information is voluntary.

– No, but demographic information is only submitted once a year currently. Once more agencies move to Version 3.5, the demographic submittal will occur every 30 days to inform workforce analyses and disaster preparedness preparation.

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

Seth Bartee, TraCS, gave an update on the Traffic and Criminal Software (TraCS) Support, Enhancement, and Training subgrant. He said TraCS currently has 28,810 users across 208 agencies. He noted that TraCS represents 55 percent of all law enforcement agencies that conduct traffic safety activities in Florida. He noted the average load time for crashes is about 13 days, well above the FLHSMV requirement of 10 days. He noted that there were some loading errors for Q3 this year due to an unforeseen issue with the diagramming tool that has since been resolved, but metrics on those loading errors are not yet complete. He said despite the late submittal it was still accurate. He also noted TraCS data is loaded with 99.99 percent accuracy and 37 percent of all crashes in the state are submitted to FLHSMV using TraCS. Currently 197 agencies are using TraCS for crash reporting and 172 are using TraCS for citation reporting. He said the team is working on moving all agencies to citation reporting to the most updated version of the Traffic Citation Accounting Transmission System (TCATS). Seth said 49 counties have TraCS agencies and three of them are submitting directly to FCCC. He said that 17 agencies are submitting paper and 60 agencies are still on 6.0, with 92 on 6.1. Lastly, three agencies utilize a proprietary submittal service. He said 178 TraCS agencies are using TraCS with ELVIS integration and 99 percent of agencies are mandated to use Signal Four in conjunction with TraCS, noting that only six agencies do not fall under this mandate. He said that 20 agencies are mandated to use the Signal Four tool with citations and the team is focused on increasing the usage of Signal Four for citations. He said that 92 agencies are currently using the Diagram Tool whereas 105 agencies are not. However, Seth noted that the Diagram Tool was recently made available over the summer. Currently, all TraCS hosted agencies have received the Signal Four Diagramming Tool that is pre-populated by the information on the crash report. He said 179 agencies are hosted at the TraCS Digital Systems Management (DSM).

Seth said that TraCS will begin to adapt the capability for tickets to be written on mobile devices.

Participants had the following questions and comments:

› Chris asked if there has been documented interest from law enforcement to have the capability to write tickets on a mobile device?

– Seth said that officers on motorcycles and bicycles have shown the most interest, particularly in writing citations.

– Major Lisa Barnett, Florida Highway Patrol (FHP), suggested that the capability will not be limited to a phone and could be used on a tablet or similar device.

– Seth said that updating TraCS as a web-based software would be easier from a technical perspective.

› Chris stressed concerns in implementation costs and staff resources. Melissa clarified that the mobile component will be developed by the TraCS National and the cost will be included under the TraCS National License currently

being funded under the NHTSA subgrant. The only development that will be occurring from the FSU TraCS team will be to ensure that the crash and citation forms work with the national software.

ELECTRONIC LICENSE AND VEHICLE INFORMATION SYSTEM (ELVIS): FSU

Zoe Williams, ELVIS, gave an update on the Electronic License and Vehicle Information System (ELIVS) subgrant. She said there are currently 32,717 users across 270 agencies using ELVIS. The biggest challenge right now is managing the almost 1.3 million queries per month through ELVIS. She said many agencies are using EVIS as their primary access to FCIC/NCIC, even outside of their traffic units. She said ELVIS is hosted statewide, rather than at individual agencies and is projecting a 99 percent uptime for ELVIS next fiscal year. She said the team is continually making parser fixes based on changes to other state systems interfacing with ELVIS. The team continues to interface with new vendors, including FINDER and LexisNexis, along with longstanding partnerships with TraCS and Mark43. She said the average cost per user is currently down to just under $17 annually. Zoe said there was a potential opportunity to integrate ELVIS with automated enforcement in school zones and school bus passing infractions.

Participants had the following questions and comments Zoe.

› Chris Craig noted that it would likely be cost prohibitive to integrate ELVIS into the new automatic enforcement cameras since many private vendors are anticipated to enter that market. He emphasized that once one vendor is integrated then all will have to be integrated and that will likely not be feasible, especially if ELVIS will be expected to provide customization for each vendor.

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

Zhaochen Jiang, UF, gave an update on the Geolocation and Crash Diagramming to Improve Crash Data Location, Timeliness, and Quality project. He noted 99.58 percent of TraCS Crash users and 10 percent of TraCS Citation users are mandated to use the Geolocation tool as is the Jacksonville Sheriff's Office's SmartCop program.

The team is revising the tool to support the most up to date version of Navteq and provides ongoing technical support. The team is still waiting on SmartCop to upgrade to Signal Four Version 3 to roll out the tool to other SmartCop agencies.

Recent activities include refining the tool for hit and run crashes and developing capabilities to view diagrams in other tools. Unification of the geolocation toll between FDOT, Signal Four and Law Enforcement continues to be the team's primary emphasis.

Participants had the following questions and comments:

› How many years are available of accurate data through the geolocation tool?

– Long form crashes are complete through 2022. Fatalities and serious injuries are complete up through 2023. Statewide is the primary focus first. Crashes on the State Highway System have been verified through 2020 and crashes on local roads have been verified through 2019.

› Melissa said that at a prior meeting it was mentioned that six counties were using their own tool. Will those counties be transferred over?

– Those counties are doing short form crash reports. Long forms for fatalities and serious injuries are being prioritized first.

› Melissa said it would be good to know if the accuracy of the location of the crashes can be verified by the user.

– Within the interface the user can toggle between preliminary and verified data under the existing severity tool.

> ❯ Melissa said that demonstrating the new FARS data functionality in S4 would be helpful in clarifying its use to the users.
>> – Although there was a gap in the ownership field when first migrating to Signal Four, the gap was limited to 2021 and 2022 data.

> ❯ DaNa' noted that roadway street names were previously included in addition to the highway name. Now manual verification via another mapping tool is necessary to verify street names.
>> – State and federal road names should be reflected in the functionality; however, the responding officer would likely put the local road name in the report. Ben Jacobs will follow up with S4 to ensure the inclusion of this is in the new functionality.

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

Zhaochen Jiang, UF, gave an update on the Expanding Accessibility, Utilization, and Data Integration of Signal Four Analytics project. He noted there have been approximately 5,586 users across 22 agencies since January 2023 running approximately 18,600 queries/reports per month. He said the public dashboard has 11,274 unique page views. Recent and ongoing activities include coordination with FLHSMV and continued user support, internal updates, a new functionality.

Zhaochen briefly discussed the interrelated CAR Rewrite Project. He said the purpose of the project was to expand Signal Four Analytics with FDOT CAR System functionality. He said that the system went into operation on June 30, 2023, and that CAR is now integrated into Signal Four Analytics.

Participants had no questions or comments.

SIGNAL FOUR PUBLIC FACING DASHBOARD

Chris Craig said a recent legislative change requires a 60-day waiting period before unredacted crash data can be shared with those that meet the exemptions per F.S. 316.066 and the Driver Privacy Protection Act (DPPA). He said FDOT has completed a memorandum of understanding (MOU) with FLHMSV to receive the redacted crash data before the 60-day period, but it is specifically for the use of identifying vehicles involved in a crash. He said this new rule impacts the Signal Four Crash Dashboard and offered some options for displaying more recent data for certain data categories.

Participants had the following questions and comments:

> ❯ Richie said that publicly displaying crash data that is available to only FDOT users can pose significant challenges noting that per Florida Statute 316.066, the only reason that redacted data can be accessed before 60 days must be for the sole purpose of vehicle identification. He reiterated that redacted crash data may only be made available before the 60-day waiting period through a Memorandum of Understanding (MOU) for the purposes of identifying vehicles involved in a crash.
>> ❯ Based on this requirement, it was decided to keep the Signal Four Crash Dashboard as is and display all data on a 60-day delay to comply with the requirements of the new Florida Statute.

FY 2024 PROJECT APPROVAL AND NEXT STEPS

Chris Craig discussed the status of the FY 2024 Grant Application that was submitted to NHTSA on August 1, 2023. He noted that the State Safety Office has not officially received funds due to ongoing discussions with NHTSA. He noted that a revised grant application will be submitted by the end of the business day. He mentioned that every time there is

a new transportation bill there is a tight turnaround for grant application processing. He emphasized that there were no issues for any TRCC projects. He said he was anticipating receiving approval within the next week or two. He noted that there were some other state level changes related to disclosure of executive salaries for non-profits receiving state funds, and that the regulating agency enforcing that legislative change had not issued language to that effect. He also noted that the deadline for that issuing language was that same day, September 15, 2023. He noted that Part V of the contractual agreement is non-negotiable. He closed assuring participants that notice of the award of subgrant funding would occur within the next couple of weeks.

PUBLIC COMMENT

There were no comments from the public.

WRAP UP NEXT STEPS

Chris Craig, FDOT, indicated future TRCC meetings will be held in person at the FDOT Auditorium, unless otherwise noted. He then displayed the following dates for the next TRCC meetings:

› December 1, 2023

› March 29, 2024

› June 21, 2024

› September 13, 2024

ADJOURN

The meeting was adjourned at 11:45AM.