

TRAFFIC RECORDS COORDINATING COMMITTEE MEETING REPORT

MARCH 27, 2026



Prepared For:
FLORIDA DEPARTMENT OF TRANSPORTATION

Prepared By:
CAMBRIDGE SYSTEMATICS, INC.

ATTENDEES

TRCC EXECUTIVE BOARD

NAME	TITLE	AGENCY	EMAIL	PRESENT
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	EMS Administrator	FDOH	Ty.Carhart@fl.health.gov	☐
Jessica Espinoza	Deputy Director	FLHSMV	JessicaEspinoza@flhsmv.gov	☐
Deputy Chief Tonja Smith	Deputy Chief	TPD/FPCA	Tonjab.smith@talgov.com	☐
Brenda Young	Interim Chief Safety Officer	FDOT	Brenda.Young@dot.state.fl.us	☒

TRCC MEMBERSHIP

NAME	TITLE	AGENCY	EMAIL	PRESENT
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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NAME	TITLE	AGENCY	EMAIL	PRESENT
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Larry Gowen	Chief Performance Officer	FLHSMV	Larry.Gowen@FLHSMV.gov	☐
LaTisha Harris	UTC Field Manager	FLHSMV	LaTishaHarris@flhsmv.gov	☒
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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	☐
Terryon Larkins	Web Developer	FSU, ELVIS	Tlarkins@ELVISFlorida.org	☐
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Arthur Nelson	Transportation Data Analyst	FDOT	arthur.nelson@dot.state.fl.us	☒
Travis Pelham	Operations Supervisor	FLHSMV	travispelham@flhsmv.gov	☐

NAME	TITLE	AGENCY	EMAIL	PRESENT
Bradley Perry	Bureau Chief of Records	FLHSMV		☐
DaNa' Perry	Fatality Analysis Reporting System	FLHSMV	DanaPerry@flhsmv.gov	☒
Kathleen Perry	Support	FSU		☒
Amy Pontillo	Systems Architect	FSU	Amc@TraCSFlorida.org	☒
Thomas Rast	Inventory Control Manager	FLHSMV	ThomasRast@FLHSMV.gov	☐
Henry Rivera	Bureau Chief of Records	FLHSMV	HenryRivera@flhsmv.org	☒
Tim Roberts	Law Enforcement Liaison, Program Coordinator	FDOT	Coordinator@FloridaLEL.info	☒
William Roseburgh	Business Intelligence Analyst	FHP	WilliamRoseburgh@FLHSMV.gov	☐
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	☐
Zoe Williams	Systems Architect	FSU, ELVIS	zwilliams@elvisflorida.org	☒
Thomas Wilson		FLHSMV	thomaswilson@flhsmv.gov	☒
Joel Worrell	Transportation Data Inventory Manager	FDOT	Joel.Worrell@dot.state.fl.us	☐
Dr. Xingjing Xu	Research Assistant Scientist	UF	axuxinjing@ufl.edu	☐

CONSULTANT SUPPORT

NAME	TITLE	AGENCY	EMAIL	PRESENT
Danny Shopf	Senior Associate	Cambridge Systematics	DShopf@camsys.com	☒
Shrikant Fulari	Associate	Cambridge Systematics	SFulari@Camsys.com	☒

OTHERS IN ATTENDANCE:

- › Gary FSU/FAMU Engineering (TraCS/ELVIS)
- › Savannah Sams (FDOT)
- › Nicole Giordano (FDOT)
- › Lee Woodcock (AtkinsRealis)

MEETING SUMMARY**WELCOME AND INTRODUCTIONS**

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

EXECUTIVE BOARD MEMBERS

- › Beth Allman, Florida Court of Clerks and Comptrollers
- › Major Lisa Barnett, Florida Highway Patrol
- › Captain Steve Barrow, Leon County Sheriff's Office/Florida Sheriffs Association
- › Ty Carhart, Florida Department of Health
- › Robert Kynoch, Florida Department of Highway and Motor Vehicles
- › Deputy Chief Tonja Smith, Tallahassee Police Department/Florida Police Chiefs Association
- › Brenda Young (Interim), Florida Department of Transportation

DECEMBER 5, 2025 MEETING MINUTES

Chris noted that the December 5, 2025, meeting minutes were approved unanimously via email and are available on the TRCC Website.

FY 2027 PROJECT OVERVIEW**CRASH AND UTC DATA IMPROVEMENT: FLHSMV**

Melissa Gonzalez, Florida Department of Highway Safety and Motor Vehicles (FLHSMV), provided an overview of the proposed FY27 Crash and Uniform Traffic Citation (UTC) Data Improvement Concept Paper. She said the UTC scope of work will continue to include four staff members to manage UTC. She noted the Crash scope of work will include tools, reports, and processes to help improve Model Minimum Crash Criteria (MMUCC) 6th Edition mapping scores for the Florida crash data system. She highlighted three grant objectives:

- › Create a work plan to document current processes of the crash reconciliation process.

- › Create an outline of a future state of the crash reconciliation process and identify recommended approaches to achieve this state.
- › Identify and resolve duplicate credentials to improve uniformity of driver history data.

Melissa provided a comparison of the FY26 budget and the proposed FY27 budget, noting a \$300 increase and is largely the same as FY26.

Participants had the following questions and comments:

- › Chris Craig, FDOT, asked if these proposed changes help speed up the reconciliation process?
 - Yes, this should help expedite that process and allow us to publish Crash Facts sooner.

UNIFORM TRAFFIC CITATION CENTRAL REPOSITORY: FLHSMV

LaTisha Harris, FLHSMV, provided an overview of the proposed FY27 Uniform Traffic Citation Central Repository Concept Paper. She said the overall goal of this project is to ensure all agencies are reporting fully electronically. This grant will support ten trainings across the state to get all agencies reporting electronically to the central repository. She highlighted three grant objectives:

- › Develop performance measures to assess UTC data quality improvements associated with Central Repository usage
- › Develop training material and invitation to conduct statewide trainings.
- › Conduct ten statewide Law Enforcement Agency (LEA) and Clerk of Courts (COC) training sessions focused on reducing submission errors and improving data integrity, and encourage a proactive approach to file handling

She indicated this is a new grant for FY27 with a proposed budget of \$65,040. Most of the budgeted costs involve personnel services with some additional costs associated with travel, printing, and office supplies.

Participants had the following questions and comments:

- › Amy Pontillo, TraCS, said that LaTisha has been instrumental in getting key agencies on the statewide repository. She is very supportive of this grant. She emphasized the authority of this recommendation and training coming from a state perspective is much more persuasive than the same conversations coming from TraCS and other software vendors.

FIELD DATA COLLECTION FOR NEMSIS: FDOH

Brenda Clotfelter, Florida Department of Health (FDOH), provided an overview of the proposed FY27 Field Data Collection for National EMS Information System (NEMSIS) Concept Paper. She reminded participants that EMS data reporting is entirely voluntary from agencies so it is important for FDOH to help incentivize this data reporting. She highlighted ten grant objectives:

- › Increase the percentage of EMS emergency run reports submitted in compliance with NEMSIS V3.5 to 100% by September 30, 2027 (currently at 80.6% as of January 1, 2026).
- › Increase the percentage of EMS emergency run reports transitioned and submitted in compliance with NEMSIS V3.5.1 to 25% by September 30, 2027 (currently at 0% as of January 1, 2026).
- › Publish an update to the Florida Data Dictionary consistent with minor release changes for NEMSIS V3.5.1 and Florida Business Rules by September 30, 2027.
- › Participate in the NEMSIS Technical Advisory Conference and National Association of State EMS Officials (NASEMSO) annual meetings to finalize the implementation strategy for national standards revisions.

- › Conduct three EMS Advisory Council Data Committee work sessions to continue maintaining Florida data standards, business rules, and implementation best practices consistent with NEMSIS.
- › Increase the percentage of quality data submissions, specifically fully validated submissions, to 40% by September 30, 2027 (currently at 11% as of January 1, 2026).
- › Monitor and report (quarterly) on a minimum of three data quality measures in addition to the NEMSIS data quality measures by September 30, 2027. (Measure data quality around three state clinical performance measures).
- › Increase the percentage of V3 EMS emergency run reports received within 10 hours of the run to 96% by September 30, 2027 (currently at 77% as of January 1, 2026).
- › Increase the percentage of agency demographic record resubmissions received every 30 days to 50% by September 30, 2027 (currently at 13% as of January 1, 2026).
- › Link two additional data sources to the EMS state repository by September 30, 2027 (currently at 3 as of January 1, 2026).

Brenda provided a comparison of the FY26 budget and the proposed FY27 budget, noting a \$49,905 increase to cover additional contractual services and a slight increase in travel budget. She noted there were no longer repository or computer/supplies costs in the FY27 budget.

Participants had the following questions and comments:

- › Chris Craig, FDOT, asked Brenda to clarify a rough estimate what portion of the personnel services was covered by the TRCC grant and what portion was covered by DOH.
 - Luis Domingez, FDOH, estimated about 85 percent is covered by the grant while 15 percent is covered by DOH.
- › Beth Allman, Florida Court Clerks and Comptrollers (FCCC), asked why the trust fund has declined enough to require additional support from the TRCC grant. Is the trust fund likely to bounce back?
 - The trust fund is supported primarily by citations and there has been a decline in citations in the last few years. The trust fund likely only increases if citations increase.
- › Brenda Young, FDOT, asked if the health data integration into Signal4 would allow users to see fatalities and serious injuries where a motor vehicle was not involved.
 - Yes, that would be one outcome of this integration.
- › Amy Pontillo, TraCS, asked if it was possible to link health data to the geolocation tool to ensure accurate location of health data?
 - That would be wonderful if we could make it happen. We have tried in the past and are currently using GPS to locate incidents. We will approach this conversation again.
- › Melissa Gonzalez, FLHSMV, said she is interested in seeing the list of fields DOH intends to share with Signal4 to ensure they are aligned with the FLHSMV database. She will coordinate with Brenda following this meeting.

TRACS SUPPORT, ENHANCEMENT, AND TRAINING: FSU

Amy Pontillo, FSU, provided an overview of the proposed FY27 TraCS Support, Enhancement, and Training Concept Paper. She noted she made some adjustments to the metrics to better align with the performance reports to NHTSA so these objectives look a little different than what this group is used to. She highlighted six grant objectives:

- › **Timeliness:** To encourage LEAs to maintain timeliness of statewide crash and citation submissions by reducing the delay between the crash event and the successful load of data into the FLHSMV crash repository.
- › **Accuracy:** To maintain a crash data hard load error rate of less than one percent for all electronically submitted TraCS crash reports. TraCS will support accuracy by ensuring that at least 95 percent of agencies utilize the Signal Four location tool prior to crash report submission, enabling accurate roadway network placement.
- › **Completeness:** To maintain a minimum of 40 percent of all statewide crash reports submitted electronically by TraCS agencies, supporting greater completeness through standardized electronic data collection.
- › **Uniformity:** To promote uniform and standardized crash and citation data collection statewide by ensuring TraCS consistently implements the latest FLHSMV crash and citation form revisions
- › **Integration:** To strengthen integration of Florida's traffic records systems by maintaining and expanding the number of agencies using FCIC/NCIC interfaces to automatically import driver and vehicle data into crash and citation forms.
- › **Accessibility:** To maintain a reliable, accessible TraCS environment that ensures agencies can obtain software, submit data, and access hosted data systems without interruption.

Amy provided a comparison of the FY26 budget and the proposed FY27 budget, noting a \$582,233 increase to cover personnel services, contractual services, software, and travel. She said there is a desire to hire a clerical role to assist with grant support services and paperwork. She noted this role would be shared by both TraCS and ELVIS as a full time employee instead of an OPS employee, which could help with retention. There is also a desire to bring on a System Administrator to assist with hardware, networking, and database administration. Amy said the grant also incorporates equipment and contractual services for a secondary data hosting site.

Participants had the following questions and comments:

- › Chris Craig, FDOT, asked if we were going to get to the point where we make it mandatory for all TraCS agencies to use the Diagramming Tool?
 - This is already the case. Any new agency is required to use the Diagramming Tool so once we have the last two agencies using the tool (Currently, 210 out of 212 users are using the tool), we will remain at 100 percent usage of the Diagramming Tool as well.
- › Amy indicated NHTSA approved \$140,000 for servers on the FY26 grant. However, when we went to get quotes for servers, the price went up substantially, quote's being valid for only two weeks is challenging, and the approved budget would only cover two servers. Ideally, she will be able to purchase two servers using the FY26 grant and the remaining three servers on the FY27 grant. If she is able to do this, the budget of the FY27 grant will come down by the cost of those two servers.

FSU: ELECTRONIC LICENSE AND VEHICLE INFORMATION SYSTEM (ELVIS)

Zoe Williams, Florida State University (FSU), provided an overview of the proposed FY27 ELVIS Concept Paper. She reminded participants the primary role of ELVIS is to parse Florida Crime Information Center (FCIC)/ National Crime Information Center (NCIC) data to ensure officers are able to access it when needed and ensure data security and cybersecurity aligns with Florida Department of Law Enforcement (FDLE)s standards. Additionally, this grant supports training and user support. She highlighted eight grant objectives:

- › **Completeness and Uniformity:** Maintain parsing algorithms for out-of-state Department of Motor Vehicles (DMV) data, including responding to changes in output formats from all available sources (all 50 states, Canada, Puerto Rico, District of Columbia, etc.).
- › **Accuracy:** Maintain a count of all driver and vehicle records exported accurately from ELVIS to other systems.

- › **Integration:** Expand Application Programming Interface (API) functionality to make ELVIS more accessible to other vendors. Currently TraCS, the Tampa International Airport Police Department, Tyler Technologies, Southern Software, TriTech Software Systems, FINDER, PlateSmart, Mark43, Axon, and LexisNexis take advantage of the existing API.
- › **Accessibility:** Continue to set up new agencies via software demonstration and training and ensuring CJIS compliance, which includes facilitating the execution of the Memoranda of Understanding between agencies.
- › **Accessibility:** Develop new analytical tools to aid law enforcement agencies in identifying security threats as well as official misuse of the application, including both unauthorized intrusion attempts as well as registered users abusing the application for un-approved reasons.
- › **Accessibility:** Maintain compliance with all Federal Bureau of Investigation (FBI) and FDLE security policies, including the Criminal Justice Information Services (CJIS) Security Policy and Florida-specific addendums by updating contractual language with agencies (Memoranda of Understanding), network infrastructure, and software algorithms.
- › **Accessibility:** Maintain hosting servers and other hardware, such as switches, routers, firewalls, etc. in working order with at least 99% yearly availability and with sufficient capacity to support all current and future users.
- › **Accessibility:** Proactively respond to relevant cyber security threats by monitoring all network activity, continually updating all servers, and implementing constant patches to mitigate known vulnerabilities.

Zoe provided a comparison of the FY26 budget and the proposed FY27 budget, noting a \$163,970 increase that primarily covers new servers (currently they are receiving 2 million+ queries, and the tech is 7 years old) and computer supplies and a small increase in personnel services. Zoe clarified this additional budget includes the clerical position that will be shared with TraCS and additional servers to support the increased volume of users and requests through ELVIS. She emphasized the importance of having a clerical staff so the System Administrator can focus on their own role rather than the clerical and administrative responsibilities they are currently focused on.

Participants had the following questions and comments:

- › Melissa Gonzalez, FLHSMV, noted that when she was in the position of TRCC coordinator, the TraCS and ELVIS claim were always the most complex and definitely warrant a clerical position to support the complexity of those claims.
- › Chris Craig, FDOT, asked how many servers do we have in use right now.
 - There are 11 servers, all at Tallahassee Police Department. FCIC will not allow ELVIS to have a “hot” backup at a second site. Two of those servers are in dire need of replacement.
 - Chris asked ELVIS to provide very specific information on which servers they would like to purchase (model number, etc.) to share with NHTSA for their approval. He reminded them the equipment over \$10,000 needs to be made in the United States.

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

Dr. Ilir Bejleri, University of Florida (UF), provided an overview of the proposed FY27 Expanding Accessibility, Utilization, and Data Integration of Signal Four Analytics Concept Paper. He highlighted nine grant objectives:

- › Maintain & Expand the Florida Traffic Safety Dashboard.
- › Maintain & Expand Citation Integration.

- › Perform Data Quality Analysis.
- › Perform Database Updates.
- › Perform System Monitoring & Updates.
- › Training, Support & Outreach.
- › Full Crash Data Synchronization with FLHSMV.
- › Expand Crash Reporting & Analysis.
- › System Availability.

Ilir provided a comparison of the FY26 budget and the proposed FY27 budget, noting a \$13,000 increase covering slight increases to personnel services, travel, and server/network support. He emphasized the FY27 grant would focus on XML validation web service to support e-crash vendors and FLHSMV. This would allow vendors to test their service to ensure it aligns with FLHSMV's database before submitting. He also said the FY27 grant would help PDF redaction service, and protect personal identification information (PII) by removing PII from crash report PDFs.

Participants had the following questions and comments:

- › Amy Pontillo, TraCS, asked Ilir to clarify if all citations are being included in Signal4 or if just the citations associated with crashes are included.
 - Yes, Signal4 includes everything associated with an arrest report as well as a crash report.
- › Melissa Gonzalez, FLHSMV, added that with the XML validation web service would allow validation with CRSCAN (official statewide repository) for final submission. Ideally, there would also be a soft check to ensure the data is correct before it is submitted to FLHSMV. She also noted that the PDF redaction could be used to support the SEDC effort to align with MMUCC 6th Edition.
 - Chris asked if the SML validation web service was most appropriate under Signal4 or if it should be something through FLHSMV.
 - Melissa noted Signal4 already has a model and methodology for this and FLHSMV doesn't have the capability to support a web service like this. She is confident that this could be easily scaled to all vendors in the state.
- › Ben Jacobs, FDOT, emphasized that the PDF redaction is something his team has needed for a long time and is hopeful this will move forward.
- › Beth Allman, FCCC, asked if there was new legislation about e-bikes?
 - It passed both the house and the senate and is on the Governor's desk for signature. If passed, this legislation would create an Electric Bicycle Task Force.

GEOLOCATION AND CRASH DIAGRAMMING TO IMPROVE CRASH DATA LOCATION TIMELINESS AND QUALITY: UF

Dr. Ilir Bejleri, UF, provided an overview of the proposed FY27 Geolocation and Crash Diagramming to Improve Crash Data Location, Timeliness, and Quality Concept Paper. He noted the UF team is continuing to work with SmartCOP to provide them with the geolocation and diagramming tools. He highlighted six grant objectives:

- › **Accessibility:** Ensure 24/7/365 availability of the geolocation tool for law enforcement and the crash diagramming tool, along with 8x5 technical support to assist users.

- › **Utilization:** Monitor tool usage to identify areas for improvement, address challenges, and enhance usability.
- › **Accuracy:** Increase the number of crash reports geolocated using the geolocation tool and ensure crash diagrams are created using the web-based diagramming tool. Provide officer training to improve the accuracy of location data and diagramming.
- › **Timeliness:** Reduce the time required to geolocate crashes and complete crash diagrams. This will enhance the speed and availability of geolocated data for reporting and analytics by government agencies, industry, and research institutions.
- › **Integration:** Expand the geolocation service for crashes and citations and extend crash diagramming capabilities to support more agencies across the state. Improve the integration of geolocation data to enhance linkages between crashes, roadway networks, and citations.
- › **Uniformity:** Upgrade the Florida Unified Basemap to provide a consistent mapping framework. Improve the diagramming tool based on user feedback. Establish standardized templates for location data elements and crash diagrams to ensure uniformity in geolocation information for crashes and citations, ultimately enhancing the consistency and reliability of traffic datasets statewide.

Ilir provided a comparison of the FY26 budget and the proposed FY27 budget, noting a \$5,000 increase covering an increase in personnel services. He noted there is a decrease in budget for contractual services that is offset by the increase in personnel services. This increase supports major version upgrades to Version 4.0, support for increased volume of requests, and new vendor adaptation (including SmartCOP and remaining e-crash vendors).

Participants had the following questions and comments:

- › Brenda Young, FDOT, asked what is the current level of quality on geolocation and how is the FY27 grant expected to improve that.
 - Ilir noted geolocation accuracy is assessed at a 91 percent confidence level or higher and requires review by the FDOT State Safety Office for any geolocated crash not meeting that confidence level. He said the geolocation tool allows officers to place a point on the map to allow them to offer more specific crash locations. With the addition of the diagramming tool, it allows officers to create even more accurate crash locations because they are inherently validated by the officer as they are diagramming the crash before it ever gets to FDOT to verify.
 - In terms of measuring the accuracy, traditional methods offer 30-40 percent accuracy while officers using the diagramming tool are closer to 80-90 percent accurate. Ilir said they are looking into measures to help us understand how accurate our locations are and will report that on a quarterly basis once established.
 - Brenda emphasized the importance of creating a baseline to better understand and justify data quality improvements.
- › Chris Craig, FDOT, noted there is a line item in the budget to offset the costs of onboarding new agencies that are hesitant to bring on the geolocation and diagramming tools due to cost concerns to demonstrate the value of these tools.
- › Ben Jacobs, FDOT, noted that crashes that used both the geolocation and diagramming tool consistently exhibit the most accurate location data and rarely require additional validation efforts from FDOT staff.

TRCC SUPPORT: CAMBRIDGE SYSTEMATICS

Danny Shopf, Cambridge Systematics, provided an overview of the proposed FY27 TRCC Support Concept Paper. He highlighted three objectives:

- › Provide logistical support to the TRCC Executive Board and its committees.

- › Update and maintain the Traffic Records Strategic Plan and action plan.
- › Develop and maintain TRCC website and materials, as needed.

Danny provided a comparison of the FY26 budget and the proposed FY27 budget, noting an increase of \$2,206 to cover contractual services. He said Cambridge Systematics would continue to provide support to the TRCC and adapt to FDOT and TRCC needs and priorities as they arose. Cambridge Systematics has redesigned the TRCC website, and adhered to 508 compliance. Moving forward, only meeting notes and summary will be made available on the website. PowerPoint presentations will no longer be uploaded.

Participants had the following questions and comments:

- › Brenda Young, FDOT, asked if Cambridge Systematics could create a summary of recent TRCC successes and progress to better showcase the value of the TRCC and progress the group supports.
 - Danny said he could coordinate with Charlton as the Strategic Plan is updated and pull something together to share with the group.

CONCEPT PAPER AND FUNDING AMOUNT OVERVIEW

Chris Craig provided an overview of all qualifying concept papers received and the funding that was requested for each funding category (402 and 405c). He offered a recommendation that four projects (Crash and Uniform Traffic Citation (UTC) Data Improvement; Traffic and Criminal Software (TraCS) Support, Enhancement, and Training; Expanding Accessibility, Utilization, and Data Integration of Signal Four Analytics; and Geolocation & Crash Diagramming to Improve Location, Timeliness, and Quality) be funded using 405c grant funds for a total of \$3,734,533. The remaining projects would be funded using 402 grant funds for a total of \$1,605,957. Chris emphasized that he is able to provide budget that was set aside from prior fiscal years to support the additional costs/budgets for FY27. He said while we are able to fully fund each project for FY27, that may not always be the case as we will not always have a large sum of budget from prior years we can draw from.

Participants had the following questions and comments:

- › Luis Dominguez, FDOH, asked how much additional budget is available?
 - Chris noted his total reserved budget (402 and 405) has decreased by about \$5 million from prior years.

BOARD DISCUSSION AND FINAL APPROVAL OF FUNDING AMOUNTS FOR SUBMITTED CONCEPT PAPERS

Chris Craig asked TRCC Board Members and proxies to identify themselves. Board members and proxies present included:

- › Beth Allman, Florida Court Clerks and Comptrollers
- › Major Lisa Barnett, Florida Highway Patrol
- › Captain Steve Barrow, Leon County Sheriff's Office/Florida Sheriffs Association
- › Luis Dominguez, Florida Department of Health
 - Proxy for Ty Carhart
- › Henry Rivera, Florida Department of Highway Safety and Motor Vehicles

- Proxy for Jessica Espinoza
- › Deputy Chief Maurice Holmes, Tallahassee Police Department/Florida Police Chiefs Association
 - Proxy for Deputy Chief Tonja Smith
- › Brenda Young, Florida Department of Transportation

Chris asked if TRCC Board Members or their proxies had any questions or comments related to the budget proposal or any of the proposed projects for FY27. TRCC Board Members and proxies had no additional questions or comments and unanimously approved the proposed projects and budgets.

PUBLIC COMMENT

There were no comments from the public.

TRCC NEXT STEPS

Chris Craig indicated future TRCC Meetings will be held in person at the FDOT Auditorium, unless otherwise noted. He said upcoming meetings are scheduled for:

- › June 19, 2026 – Critical Updates on FY26 Projects
- › September 18, 2026 – Critical Updates on FY26 Projects

Chris asked participants to reserve the following meeting dates for future TRCC meetings.

- › December 11, 2026 – Critical Updates on FY26 Projects
- › April 2, 2026 – TRCC Voting Meeting

ADJOURN

The meeting was adjourned at 11:26 AM.