

TRCC Executive Committee

Meeting Minutes

1:30-3:30 p.m. Tuesday, October 25, 2022 on Webex

1) Call to Order and Roll Call

- a) Larry Krantz called the meeting to order at 1:35 PM
- b) Introduction of Jim Markham, TxDOT Crash Data Analysis Section Director
- c) Roll Call and brief introduction for all attendees was performed

2) Opening Remarks

- a) Remarks from TRCC Chair, Michael Chacon, P.E., TxDOT-Traffic Safety Div.
 - i) 4,494 fatalities occurred on Texas roadways last year, which is the highest number since 1940 (when Texas began keeping records on this). November 7, 2000 was the last deathless day on Texas roads. Since that date, we have lost more than 79,000 people due to crashes. Michael thanked the group for their work in helping to curb these numbers. Please use the hashtag #EndTheStreakTX if you are posting about crash-related data around this effort.
- b) Remarks from Letty von Rossum, TxDOT-TRF-BTS
 - i) FY23 State Highway Safety Plan was approved, funded, and submitted to NHTSA. In process of closing out FY22; the last Request for Response (RFR) is due November 14, 2022. The division has executed FY23 grants that began October 1, 2022. The FY24 Request for Proposals (RFP) is anticipated to open November 11, 2022 and will accept proposals until January 5, 2023. The division is also working on closing out the annual report due December 31, 2022.
- c) Remarks from Becky Walker, NHTSA
 - i) NHTSA just completed a great Regional Partner Safety meeting in Region 6. They are currently doing some oversight and project file reviews.
- d) Remarks from Ed Burgos, FHWA
 - i) FHWA recently released the Vulnerable Road User Safety Assessment that needs to be conducted. This may be a fitting topic to focus on at a subsequent TRCC meeting.
- e) Approval of May 2022 TRCC Meeting Minutes
 - i) David Freidenfeld motioned to approve the meeting minutes; Jodie Tullos seconded the motion. All approved. No opposed. Minutes were approved as presented.

3) TRCC Member Roundtable

- a) David Freidenfeld, TxDOT
 - i) The TPP division released the 2021 Vehicle Miles Traveled (VMT) data. They are also elevating the GIS group into its own section in TPP.
- b) Cpt Jodie Tullos and Lt James Taylor, HSOC
 - i) The TxDPS is adopting a new CAD and RMS system that will go live statewide next year, beginning with the border districts in January. The new system will allow for enhanced collection of important highway patrol data, including response time, time on scene, and roadway clearance information. It will better link the initial call through evidence collection/final disposition. The HSOC is also processing a lot of data requests related to the upcoming legislative session.
- c) Jia Benno, DSHS
 - i) DSHS is working on getting the EMS & Trauma data out to stakeholders and the public. One way that is happening is through work with TTI team to link this data with CRIS; this dashboard will be released soon. They are also working on providing data for and presenting to the Governor's EMS & Trauma Advisory Council, updating EMS & Trauma data dashboards (EMS runs, run times, demographic information) on the DSHS website, and creating the EMS & Trauma Program strategic plan for TxDOT.
- d) Tricia Ueckert, TxDMV
 - i) TxDMV is continuing to focus on fraud prevention and detection efforts to improve system to vet applicants and dealers. They are continuing to provide data through secure portal and are launching a new design for temporary tags.
- e) Jim Markham, TxDOT
 - i) The Crash Data Analysis team is getting an SSO on board to strengthen security. This update should allow for improved data integration and allow auto-population of key fields to save law enforcement officer's time.

4) TRCC Business (Shipp)

- a) Letter of Authorization process
 - i) The representatives from each agency/database will receive an email from Eva or Emily that contains a Qualtrics link, which is the electronic version of the Letter of Authorization. Each member agency is required to submit the Letter of Authorization annually.
- b) TRCC Strategic Plan
 - i) New requirement for many TxDOT safety grants, in which the purpose is to document where resources go and address areas with most active safety issue
 - ii) Looking at key goals for next 5 years

- (1) One goal includes addressing the STRAP requirement -Requirements and frequency for which it must be conducted have changed. Due to this, instead of a complete update this year, we will just be creating a plan.
- iii) The TRCC will have the ability to review and comment on the Strategic Plan before it is submitted to TxDOT
- c) TSIS update timeline – annual update
 - i) Nov – Jan: Eva and Emily will reach out to members to go over performance metrics for your agency
 - ii) April: Updated metrics due
 - iii) May: Final TSIS due at end of May
- d) TRCC newsletter
 - i) Will be distributed at least twice a year
 - ii) Purpose: Member agencies can highlight new and interesting things happening within member agencies, spotlight guest speakers, highlight data innovations occurring in Texas and more broadly.
 - iii) The goal is to extend reach of TRCC and bring in more stakeholders. The TRCC also hopes to use it as a mechanism to gauge interest in data seminars or conferences.

5) TRCC Data Linkage & Utilization (Krantz, Shipp)

- a) The TRCC website (<https://texastrcc.org/>) has been refreshed. It contains public-facing TRCC documents and events, as well as links to the data dashboards.
 - i) If you have a data-related event, let Eva or Emily know and we can add it to the calendar.
- b) TxSTORM (<https://texastrcc.org/txstorm/>)
 - i) Last fiscal year it was presented at major state and national safety conferences to explain how to use TxSTORM and get user feedback on how to improve the dashboard.
 - ii) Recent updates include:
 - (1) updating the icons to make them more intuitive and
 - (2) integrating additional crash types (screen/page number in parenthesis):
 - (a) Cyclist (11)
 - (b) Child Passenger (12)
 - (c) Motorcycle (13)
 - (d) Mature Driver (14)
 - (e) Young Driver (15)
 - (f) Crash rates per registered vehicle by TxDOT District and County - *no RIVAL scores shown* (16)
 - iii) FY22 Data will be achieved soon and accessible in the Past Data tab

c) Trauma Dashboard

- i) DSHS and TTI have collaborated to create a Trauma Dashboard, which will be posted soon

d) Repeated Crashers Dashboard

- i) This is the data presented at the end of last year in which TTI worked to identify people who repeatedly involved in crashes within the last 10 years and identify any early indicators to allow for intervention before someone was killed or fatally injured. The data set was linked to an economic index database, which discriminated between repeated crashers and non-repeated crashers; repeated crashers came from areas with lower socio-economic status.
- ii) DPS has provided citation data, which includes warnings (all vehicle contacts), to be able to link it to the repeated crashers database.
- iii) There are high hopes that these efforts will yield fruitful information about where we can focus efforts to reach high risk drivers.

6) FY24 402 & 405 Request for Proposals (Krantz)

- a) The RFP for FY24 will open November 11, 2023 and will remain open for eight weeks.
- b) TxDOT encourages the submission of proposals for new, innovative projects.
- c) TxDOT is happy to present about the RFP at meetings.

7) TxDOT Statewide Connected Vehicle Data Purchase (Freidenfeld, Martin)

- a) Data Introduction by David Freidenfeld – [copy of presentation provided](#)

- i) Probe-based traffic data is data transmitted directly from cell phones, GPS units in cars, connected vehicles, etc.

(1) The purpose of this data is not to look at individual movements but instead to investigate trends, patterns, and the overall magnitude of issues.

- ii) TxDOT has/will secure statewide probe-based traffic data from three primary providers:

(1) Inrix: real-time travel feeds that is used to post information to dynamic messaging signs and complete annual travel time summaries. Inrix also provides trip path data.

(a) Data is available to TxDOT, contractors, and geo-political organizations. Data Use Agreement is required.

(2) Replica (replaces Streetlight): Has a Trends in Places functionally and essentially builds a travel demand model to replicate trips that happen on roadway network. Replica is often used for high-level planning, such modeling where trips are coming from or going to.

(a) Data is available to TxDOT and contractors. Data Access Request form is required

(3) Wejo: Connected vehicle data that transmits driver behaviors directly from the sensors within vehicles. Data includes a sample of about 3% - 9% of vehicles on the road.

- (a) Still working with TTI partners on how the data will be shared because of the mass amount of data associated with this data
- (4) Those interested in joining the User Group Meetings related to these data can email David at David.Freidenfeld@txdot.gov.
- (a) Cpt Jodie Tullos, Eva Shipp, and Larry Krantz would like to be added to the User Group Invitation
- (5) A hybrid, in-person and virtual “start up training” will be held Monday, November 14th at 10 AM.
- (6) TxDOT is aware of privacy concerns with this data. A data privacy officer at TxDOT is ensuring that this sensitive information is handled with upmost care.
- iii) Wejo Connected Vehicle Data by Michael Martin - [copy of presentation provided](#)
 - (1) Wejo data is coming off vehicles produced between 2015 – Present, which have cellular modems that transmit information from sensors and send that data to the vehicle manufacturer. Select manufacturer’s sell their data to Wejo.
 - (2) Wejo aggregates, normalizes, and packages the data for use by those that purchase it. Only select users can purchase data due to the sensitive nature of it.
 - (3) Every three seconds a point is produced on a map that contains these attributes from the vehicle sensors: active steering, airbag control and satellite crash sensors, collision avoidance, windshield wipers, telematics system, GPS navigation, wheel sensors, body control, suspension control, throttle control, and antilock-braking system/electronic-stability program
 - (4) There are two primary datasets: (1) vehicle movements per trip; (2) driver events – how the driver is using and interacting with vehicle (e.g., hard-breaking, windshield wiper status, etc.). See slide 3 of presentation for tables of the Vehicle Movement data attributes, Driver Event data attributes, and Event Type information captured in Wejo data.
 - (5) This data includes the whole state and captures both rural and urban areas and is aggregated and used to detect trends and clusters of events. It is up to the user to take the data -> extract information -> turn it into intelligence.
 - (6) This data may not be used for targeted enforcement but behavioral campaigns where you’re trying to evaluate programs or target advertising is a good use case.
 - (7) This data helps us paint a more detailed picture of what is going on. The roadway shapefile, roadway design details, and traffic volume are the broad strokes. The crash data and behavior data fills in the fine details.
 - (8) The TRCC should begin to think about how this data within this group

(9) Contact information: m-martin@tti.tamu.edu

8) Special Guest Presentation from Children’s Hospital of Philadelphia (Kristi Metzger) – [copy of presentation provided](#)

- a) The Children’s Hospital of Philadelphia (CHOP) got involved with crash records when they were asked to evaluate the impact of the a red license plate decal indicating that the driver had a permit or probationary license on crash rates of young drivers. This required linking driver license and crash data.
- b) Over time, this has been expanded into the New Jersey Safety and Health Outcomes (NJ-SHO) Data Warehouse, which includes:
 - i) CHOP electronic health records
 - ii) Hospital discharge
 - iii) Driver licensing
 - iv) Traffic citation
 - v) Motor vehicle crash
 - vi) Geographic-level indicators (neighborhood poverty, walkability indexes)
 - vii) Death certificate
 - viii) Birth certificate
- c) Probabilistic matching is performed via LinkSolve software, based on the following elements:

Linkage Data Elements

	License	Crash Driver	Peds & cyclist	Birth	Death	Hospital	CHOP EHR
Full name	●	●	●	●	●	●	●
Exact DOB	●	●	●	●	●	●	●
Full address	●	●	●	●	●	●	●
SSN					●	●	
Date of death	●				●	●	●
Sex	●	●	●	●	●	●	●
Event date	●	●	●		●	●	
Event location		●	●		●		
Race/ethnicity				●	●	●	●
Driver license	●	●					

- d) The current linkage includes data from approximately 2004 – 2017, includes 89 million records on about 20 million unique individuals. Results have been validated and quality of linkage was very high.
- e) Linked data has been structured in a way that allows it to be valuable to research:
 - i) Data standardized across sources (e.g., Male/Female; M/F)
 - ii) Each pair of data is linked independently

- iii) Organized as relational tables with randomly generated unique ID numbers
 - iv) Can count events and calculate rates using populated-based denominators
 - v) Can follow individuals over time, which enables researchers to study the longer-term risk factors and consequences of crashes.
- f) Unique features of data warehouse:
- i) Transportation equity:
 - (1) Geocoded residential addresses
 - (2) Geocoded crash locations
 - (3) Race/ethnicity of drivers (despite it *not* being collected on crash report)
 - ii) VIN data, linked to NHTSA's vehicle data reported by manufacturers which allows researchers to know make/model, model year, safety features, ADAS
 - iii) Crash injury severity: Mapped ICD10CM codes to AIS and ISS metrics
- g) Future direction: Increase collaboration, integrate EMS and Trauma Registry data, add additional years, continue research and encourage data use and sharing among stakeholders.
- h) Contact information: metzgerk1@chop.edu; njsho@chop.edu

9) Adjourn

- a) Larry Krantz thanked the presenters and all attendees for their participation.
- b) TRCC members agreed to move future meetings from Webex to MS Teams.
- c) Next TRCC Meeting is at 1:30 p.m. on Tuesday, January 24, 2023
- d) Jodie Tullos motioned to adjourn the meeting. Letty von Rossum seconded the motion. All approved, no opposed.