

TRCC Executive Committee

Meeting Minutes

1:30 – 3:30 p.m. Tuesday, January 24, 2023

MS Teams

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 Letty von Rossum, TxDOT-TRF-BTS

(1) The FY24 Request for Proposals (RFP) opened November 11, 2022 and closed proposals January 5, 2023. TxDOT received 280 proposals; 171 for STEP and 109 for general grants. There were 8% less proposals submitted this year compared to last, but the amount of funding requested was only 1.5% less than last year. The BTS division is working on the scoring – then verification and negotiations will take place in order to create the highway safety plan for 2024

- ii) Larry mentioned they hope the list of projects related to the TRCC will be sent out for consideration before the March meeting

- b) Remarks from Becky Walker, NHTSA

- i) TxDOT and Behavioral Traffic Safety (BTS) did a great job on the annual report. NHTSA is also planning a regional partners Safety Meeting in February.

- c) Remarks from Ed Burgos, FHWA

- i) About six years ago the MIRE 2.0 went into effect, FHWA is planning to host another peer exchange later this year. If you want to participate or have questions about it, you can reach out to Ed for more information.

3) Larry requests motion to approve meeting minutes

- a) David Freidenfeld requested spelling change

- i) Conditional motion to approve with the update of a misspelled word “rural”

(1) David Freidenfeld made first motion

(2) Cpt Jodie Tullos seconds

(3) All approve meeting minutes

4) Larry Krantz

- a) Discussed survivor bias

- i) Read an article regarding survivorship bias – During WW2 American and British bombers were flying over and they were sustaining horrendous losses. The bombers that did come back would return shot with enormous amounts of holes – thus it fell to the leadership to find a way to fly over Europe more survivable. So they found the best minds to come up with a solution. “How are we going to make it so more of these planes come back?” So they looked at the planes that did return, which were shot full of holes – and questioned how they returned with this many holes and damages. The discussion begins that they need to fortify the planes and put more armor plating, on the wings and tail that are all shot up. But someone speaks up and says that we should not focus on where the holes are because that is clearly okay if they came back, but we should focus where they are not shot – that is the reason the other planes did not return. We should discuss the vulnerabilities. Where are the planes that return not shot – the engine cells for example, because the planes that did not return are clearly getting hit there. This fortification and change in perspective led to a huge change in survival.
- ii) Point being looking at the data differently and reframing helped them increase survivorship. Looked at the mission differently
- iii) Larry identified that TRCC is here to save lives. Currently the TRCC is viewing the people who crash, not the individuals that do not get in crashes.
 - (1) We are here to save lives and prevent crashes. The lesson we are learning from the data and perspectives we have now we are taking and learning from people who have crashed. There does not seem to be a lot of projects that are asking and talking to people who are not crashing. What is the other side of the coin?
- iv) We are not even skimming the surface of the amount of actual trips people are making every day that do not result in injury or a fatal crash.
- v) Identify the successful driving – those not involved in a crash
 - (1) Review the past ten years of data of vehicle registration
 - (2) Create a subcommittee on positive driving – find the people that have not ever been involved in a crash
 - (3) How to start identifying and speaking to the drivers that do not crash – ask them what they are doing to create less crashes
 - (4) Look at it as reverse survivorship bias – prevent crashes – make driving more survivable
- vi) Opened for discussion
 - (1) No comments
- vii) States that there might be qualitative data out there to improve upon

- (1) There might be data that is more informative regarding what we should do when driving rather than how to just survive
 - (2) We might identify drivers by seeing if they are licensed and have not been in a crash in 10 years and look at vehicle registration and say in order to qualify that they must have a vehicle registered to them
 - (3) Would make a interesting project by opening up and not looking at just the hard data of LEO – looking at a broader perspective
- viii)Eva Shipp – the most we can typically do is compare crashes to crashes and not the ones that don't - suggested looking into license records to analyze “good driving” with no crashes
- (1) Let us put together a subcommittee – Eva will work to get that started

5) TRCC Member Roundtable

- a) Cpt Jodie Tullos and Lt James Taylor, HSOC
 - i) Began rollout of Versaterm. Lt James Taylor is traveling around the state training troopers on the new RMS systems, which is a more robust system for CAD.
 - (a) The first 100 troopers have been trained, with another 3000 troopers to go. They expect full implementation by August – next 50 sites will begin using it January 25th, after receiving training is 2 days. The agency is very excited about the future more robust data. 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.
 - (b) Improving DWI data when related to drugs. Data collection is very difficult and will be able to hopefully differentiate between DWI - drugs vs. alcohol. Lack of DRE is difficult across the state. If the alcohol level is too high, they will not test for drugs, which creates an issue for missed substance testing across the country. This roll out is hoped to better the reporting. Right now, it is being studied on an empirical level. Everything from the traffic stop will be connected to records. This will hope to gain a better traffic safety overview.
 - (c) In a few years they hope that this will help with a better view of what is happening in the field. The new and the old data will need to be combined, which will be a long-term effort.
 - ii) Busy times updating training and legislative changes. Completing legislatively mandated items related to traffic stops.

- b) Valery Wakefield, Driver License Database
 - i) Just joined – thanked Emily for welcoming her to the group
 - ii) New to the role and TRCC. Nothing to report today but will share during the next meeting.
- 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.
 - ii) Presented in November to Governor’s EMS & Trauma Advisory Council
 - iii) Partnering TTI and TxDOT on a Universal Unique Identifier (UUID) proposal. The UUID will allow for the linking of trauma and hospital records without the need for Personally Identifiable Information (PII) to be involved. There is a lot of interest statewide. This project will link trauma, CRISP, and EMS data.
 - iv) Eva thanked Jia and her team regarding all the assistance and support
 - v) Questions for Jia – none
- d) David Freidenfeld
 - i) Road inventory group -Embarking on a procurement project called RIVAL (Road Inventory Video and Lidar Data Collection Projects), which is a data collection project that will use asset extraction technology to obtain information from videos of what is present on the shoulder of the road. This will catalog all on system and off system roadways.
 - ii) Creates a better video inventory of roadways – structure and lanes
 - iii) All on system and off system roadways – all part of the federal aid system
 - iv) MIRE – having it accurate as of that data collection day
- e) Tricia Ueckert, TxDMV
 - i) Roland was going to give an update on the Registration Title System (RTS)
 - (1) As an agency they submitted an exemption item for the Legislative Appropriations Request (LAR) ‘24/ ‘25 for phase one of the RTS replacement.
 - (2) RTS is the system that houses all titles and process all transactions – the old one was 30 years old, and the new system will hopefully incorporate efficiencies and improvement by the incorporation of the new system
 - (3) Phase 1 is research and analysis phase of the RTS ecosystem
 - (a) Gathering requirements and assessing needs
 - (b) What the capabilities of a new systems might be

(c) If approved, it would allow them to work with stakeholder groups to develop requirements for a request for a system replace be in '26 / '27 LAR

f) Jim Markham, TxDOT

- i) Trying to send out a form update for 2023 – but ran into a log jam with their vendors
 - (1) Their team is currently looking into updating the CR-3 crash form
 - (2) 3 ways to get reports in – crash application, submission services, and then the mobile application
 - (3) Submission services channel wasn't getting a good signal thus they did not want to launch during the holiday season
- ii) Attempting to gather better information regarding crashes and lane closures
- iii) Coming out the 1st of April – they should be in good shape by then – they are ready to go and get that updated
- iv) Mapping crash functionality should be updated so LEO can drop the crash on the maps – to then send to TxDOT stakeholders for them to take that into consideration of logistics and road geometry
- v) Crash user group will occur next month – 3rd Thursday in February
 - (1) He will be reaching out to the “heavy hitters”
 - (2) in person at the new TxDOT HQ – done analysis regarding reports – DPS is the biggest contributor to the crash data input
 - (3) One officer in Houston submitted 360 crash reports – thus he will be talking with him
- vi) The Crash Data Analysis team is getting a Single Sign On (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.
- vii) Eva mentioned that the mapping system sounds amazing – it should be a huge help!
- viii) DPS is the biggest user and customer and should greatly benefit from this new technology

6) TRCC Business (Shipp)

a) TSIS

- i) The review and update process will be the same as last year
- ii) The state is required to show improvement in at least one performance measure to ensure continued funding
- iii) Final version must be submitted to TxDOT in May
- iv) Eva and Emily will reach out to members to go over performance metrics for your agency.

b) TRCC Strategic Plan

- i) Eva will be sending out the Strategic Plan for review.
- ii) Emily reviewed NOISE analysis: Needs Opportunities Improvements Strengths Exceptions

- (1) It will be shared in a format that everyone can contribute to
- c) 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.
- d) **Presentation: Excessive Alcohol Use in Texas (Jessica Cance, RTI; Holt, Texans for Safe and Drug-Free Youth) – Austin, TX Presentation Slides: https://texastrcc.org/wp-content/uploads/2023/01/Cance-TRCC-meeting-1_24_2023.pdf**
 - i) Presented on “Preventing Excessive Alcohol Use Starts with Meaningful Data”
 - (1) This project, Increasing Alcohol Epidemiology Capacity in Texas, is funded by the Centers for Disease Control and Prevention. The goal is to build state capacity in excessive alcohol epidemiology
 - (2) Goal to review data dashboards and data regarding use and hospitalization
 - (3) RTI is prime and subcontracting with DSHS
 - (4) Discussed protective factors of drinking and causes of alcoholism and excessive drinking
 - (a) CDC definition of excessive use
 - (i) Binge drinking, pregnant drinking, and excessive and teen consumption
 - (b) QUESTION (Jim Markham): How does this align with state law? And social norms in other countries? Are they looking at the big picture?
 - (i) We need to look at the BAC levels and base on CDC definition
 - (ii) US based thoughts on legal consequences
 - (iii) When thinking about heavy drinking this takes into consideration the world norms what could be causing physical issues and harms
 - (iv) This grant should help to disentangle the mechanisms and results – looking at the combination of factors
 - (c) Doing a better job of measuring how common excessive drinking is
 - (i) Data driven strategies to reduce excessive alcohol
 - 1. Looking at genetics and societal factors
 - (ii) Looking at the whole picture – gathering better data to help communities address issues that are most important to them
 - (iii) Looking at the health impacts of excessive drinking

- (5) Associated mortality and cost to society
 - (a) Excessive alcohol use led to more than 140,000 deaths and 3.6 million years of potential life lost (YPLL) each year in the United States from 2015 – 2019, shortening the lives of those who died by an average of 26 years
 - (b) Excessive drinking was responsible for 1 in 10 deaths among working-age adults aged 20-64 years
 - (c) The economic costs of excessive alcohol consumption in 2010 were estimated at \$249 billion, or \$2.05 a drink
 - (d) Discussing the cost on society and the data driven strategies to prevent excessive alcohol consumption
- (6) Nicole chimed in and mentioned that they had an economist did an analysis of what it costs Texans – costs around \$10 a person a year
- ii) Start looking up stream for prevention
 - (1) Jump in and save each person in the river – jumping in and saving each person individually – we should look upstream and see what is causing the people from falling in
 - (a) Cost savings by preventative factors
 - (b) Using a model to link the user system
- iii) Short term, intermediate and long term outcomes
 - (1) Forming the community advisory board
 - (2) Coalition agencies
 - (3) Provide community data – to look and identify what is important
 - (4) Build capacity and system – to provide communities with actionable data
 - (a) Goals of the next years – Broad logic Model
 - (i) Analyzing and interpreting data and looking at root causes of excessive alcohol use
 - 1. Populations that are more impacted by harms or are stronger users
 - (ii) Increasing technical assistance
 - (b) Develop Partnership
 - (c) Longterm – using the data to come up with and implement strategies
 - (i) AND – ultimately using data to evaluate those strategies – to reduce harms and excessive alcohol use
- (5) Nicole discusses the expertise in creating advisory boards and community coalitions
 - (a) Approx. 12 members – mix of state and community level needs
 - (b) Many of the legislation we have is based on prior prohibition laws

- (i) Many things need to be identified and the community level
 - (ii) How will data be used and sustained?
 - 1. Create a tool that will last – long term in a sustainable mechanism – data be enriched overtime and be continual
 - 2. Dissemination and utilization of community and implementing outcomes
 - (iii) Board is holistic more than just traditional
 - (iv) Asking communities what they need
 - (v) How to create dashboards that are useful to different groups?
 - 1. What data do you need?
 - 2. How will you use it?
 - (vi) Action oriented board
 - 1. Leaving each meeting with action items
 - 2. Not just meetings, but having a time for true incorporation of community feedback
- (6) Identifying Data Sources
- (a) Identifying and collecting a variety of data sources that describe alcohol use and other aspects of life in Texas. Data is publicly available with no fees associated and collected on an ongoing basis.
 - (b) RTI and DSHS will analyze the data to better understand relationships between root causes and risk/protective factors associated with excessive alcohol use
 - (c) We want to focus on topics that are meaningful to Texas and that produce actionable information.
 - (d) What data is most important right now?
 - (i) Texas School Survey – HHSC and Texas A&M
 - (ii) FARS
 - (iii) Hospital Discharge Data
 - (iv) CDC- Behavioral Risk Factor System -- compare Texas adults
- (7) We know what data we want to look at – but what do we want to show
- (a) Looking at different ways of mapping
 - (b) Creating a county profile – to look at a snapshot as an agency to see what your county should look at for prevention strategies
- (8) Showed the advisory committee what other dashboards look like to ask what they need based on a survey
- (9) Creating data dashboards to better understand your community's needs
- (i) Customized profile of risk and protective factors

- (ii) Focus is to gain data for community members to better address their issues.
- (iii) Need to start thinking about older and families
- (iv) Creating a feedback loop to have context added to numbers and information dissemination
- (v) Select multiple outcomes by looking at different kinds of drinking
- (b) Keys to a good data dashboard
 - (i) Interactive when possible
 - (ii) Maps, subgroup comparison
 - (iii) Ability to select multiple outcomes if possible
 - (iv) Summary of key takeaways
 - (v) Avoid too much text (“like a research paper”)
 - (vi) Include resources
- (10) QUESTIONS:
 - (a) Suggestion to look at normalized data
 - (i) Look at the big cities and take out normalized data versus outliers
 - (ii) Having people in the space make recommendations for looking at outliers
 - (b) Big learning curve – rates versus counts
 - (c) Key take aways – when looking at rates explaining it – not norming the data
 - (d) Make sure that the dashboard makes sense to the average Texan
 - (e) Having people on the board from all stretches of the state - to create a feedback loop
- (11) They have another 4 years ahead and are open to feedback

7) Discussion: Examining Safe Driving Behaviors (Drivers who don’t crash) (Krantz)

- a) When using the data, we must account for non-crashing and examine what is not being captured in the datasets.
- b) Increase in reporting is not necessarily an increase in problem
- c) We need to look at all crashes not just fatalities.
- d) What will make everyone safer? Are people really driving safer or is it just better roads and cars? Who is crashing and not dying?
 - i) Lt. Taylor stated that he read an article that covered this and that it would be a good contribution to look at it from this perspective.
- e) Texas crash data goes back 10 years and can be utilized for this purpose
- f) Larry proposed triangulating the data to link the data to driver and vehicle history, using DMV to assist the team on finding the data points to identify who is not crashing
- g) Eva suggests using the data sets we have to identify who only crashes only once

h) Eva will send out invite to brainstorm these ideas

8) Final Remarks

a) Next TRCC Meeting is 1:30 p.m. Tuesday, March 28th, 2023

b) Thank you to the presenters, Jessica and Nicole

9) Adjourn

a) First motion to adjourn – Jim Markham

b) Second motion - Jia Benno, DSHS

c) All in favor; none opposed