

TRCC Executive Committee

March Meeting Minutes

1:30 – 3:30 p.m. Tuesday, March 28, 2023

MS Teams

1) Call to Order and Roll Call

- a) Larry Krantz called us to order at 1:33pm
 - i) 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 Division Director
 - i) Michael shared that there was good news with the 2022 data; there was no increase in fatalities. There were 4,481 fatalities, which is 16 less than 2021. In 2020, we had a 7% increase and in 2021, there was a 15% increase so we might have finally flattened out.
 - ii) Notably, in 2021 we saw a 34% increase in Work Zone fatalities, however in 2022 we saw a 16% decrease.
- b) Remarks from TxDOT - Behavioral Traffic Safety Section Director, Letty von Rossum
 - i) The BTS group is finishing up the FY24 Request for Proposals (RFP) scoring period and will review scores then move into negotiations and modifications. Once negotiations are finalized, they will start going through the approval process.
 - ii) Each year they receive more and more applications. There are many proposals to review but hopefully this will help achieve our goals of less fatalities.
- c) Remarks from NHTSA – Becky Walker
 - i) NHTSA is performing monitoring and oversight of current grants. NHTSA is very grateful to the boots on the ground who are doing a great job.
- d) Remarks from FHWA
 - i) Not in attendance
- e) Remarks from TRCC Moderator, Larry Krantz
 - i) Larry Krantz introduced the list of potential FY24 projects that pertain to the TRCC. Each project was summarized, and members had the opportunity to ask questions and voice concerns. Members were provided with more information via email and given more time to consider projects prior to voting at the end of the meeting.
- f) Approval of January 2023 TRCC Meeting Minutes
 - i) David Freidenfeld requested a modification, which Emily Martin modified prior to the motion.
 - ii) Captain Jodie Tullos moved to approve the minutes; Jim Markham seconded the motion. All approve; none opposed.

3) TRCC Database Roundtable/Updates

a) Citations Database (Tullos, TxDPS)

- i) Cpt Tullos provided more information about their traffic safety grant. Besides providing support to the city of Austin and the border patrol, their next mission is rural traffic control. Troopers conduct up to 3 million traffic stops annually. Given this, there is a huge need to collect, clean, and report all data to make informed decisions. They are coming into a new era with the Records Management System (RMS). Lt James Taylor is working hard to train troopers across the state on the RMS, with about 33% of districts/regions trained at this point. Given that DPS is the rural traffic enforcement wing of the TRCC, the citation database is the most advantageous with regard to making informed decisions on the effects of enforcement (along with engineering and education partners) on rural traffic crashes and fatalities. As DPS begins using the new RMS, they need to ensure that the archival data is adequately combined with new data. They will be locating temporal and spatial data to do accurate comparative analysis with CRIS data. The data from the new system will be able to be merged with data sets from TRCC counterparts to inform TRCC decisions.
- ii) Additionally, there is traffic safety legislation being discussed right now, which has required DPS to respond to legislative requests, including bills to reduce vehicle inspections– they are pulling data to provide legislators and their staff with information to inform their decisions.

b) CRIS Database (Markham, TxDOT)

- i) CRIS update. This coming weekend the 2023 CR-3 version will be rolling out. It will include the following new fields: responder struck, date/time cleared for roadway and scene, automated vehicle fields. Jim is interested in streamlining the form and integrating feedback from LEO on how to make the process easier for them. Form changes for 2025 are already being discussed.
- ii) Crash update. Five submission services agencies (including Houston) have been recertified; others are working through the process. Testers are working on getting every agency recertified so everyone is ready for the roll-out.
- iii) Jim will be presenting at the Association of Transportation Safety Information Professionals (ATSIP) conference on data availability and near real time analysis of crash records in Texas.

(1) If you need more information about ATSIP, you can check out their website:

<https://www.atsip.org/>. This year's conference will be July 9 – 12 at the Renaissance Hotel in Nashville.

c) Driver License Database (Wakefield, TxDPS)

- i) Valery discussed state-to-state information sharing that will be implemented by September. Driver record information (including history, crash records, convictions, and charges) will be able to be transferred from one state to another when a driver relocates to another state.
- ii) Also working on the Commercial Driver's License Information System (CDLIS), which is an electronic exchange of driver history record, including the posting of convictions, withdrawals, and

disqualifications. They must be fully implemented by August, but the system is already functional and in compliance.

- iii) DPS is also working to improve the timeliness of conviction reporting. Courts are supposed to report within 7 days of convictions, but Texas does not have a way to enforce the requirement. DPS is working on educating the courts to improve timeliness. Texas is in compliance with the 10-day CDL federal reporting requirement when the courts adhere to the 7-day requirement. DPS has a grant that will allow courts to submit electronically. They are currently getting bids for this grant. Having all the convictions done electronically will help reduce time.

d) EMS & Trauma Registry (Benno, DSHS)

- i) DSHS recently presented Texas trauma data (adults and geriatrics) at the Governor's EMS & Trauma Advisory Council meeting in March. This Council is a group of 15 members appointed by the governor to advise and make recommendations on the development and implementation of Texas emergency healthcare system goals. DSHS has been presenting new information at these quarterly meetings to foster collaboration with these stakeholders.
- ii) Gavin Sussman and team have been doing a great job at identifying submission lags from EMS agencies. Per statute, they have 90 days to submit an EMS run to the registry. While many submit quickly (within 24 – 48 hours), they have found that some have a significant lag (over 60, 90 days). The team is working on providing education, training, and technical assistance to agencies with a significant lag. Next, they will focus on identifying and reaching out to trauma agencies with a significant lag.
- iii) DSHS has been working with TTI on creating an EMS & Trauma dashboard, which Marcie Perez will present on later this meeting.
- iv) DSHS has been collaborating with TTI and TxDOT on the Universal Unique Identifier (UUID) project. The UUID will be a new field when DSHS rolls out the new version of the National Emergency Medical Services Information System (NEMSIS) in the fall.

e) Roadway Database (Freidenfeld, TxDOT)

- i) The group is working on packaging the year-end data for 2022 and finishing the Road Inventory Video Log (RIVAL) procurement. RIVAL will to video log roadways and be able to be used for further asset extraction.
- ii) They have been obtaining a massive amount of data from Wejo, a connected vehicle data company. TTI is hosting this data and TxDOT and TTI are working on establishing data procurement procedures for those interested in using the data for their own analysis. Connected vehicle data is driver and vehicle events that get reported to an original equipment manufacturer (OEM). Examples of these events include: windshield wiper use, hard breaking, harsh acceleration, etc. This is relatively new data. TTI has done successful safety analysis with this data in the Waco and Odessa districts; TxDOT is hoping to build on these successes and make the data more broadly available. Those interested can contact David via email.

f) Registration & Titles System (Luna, TxDMV)

- i) An exceptional item for the Registration and Title System (RTS) has been requested. RTS is a legacy system that has been around nearly 30 years. It has been migrated from an old mainframe platform to a java-based database but there are still limitations. They have three goals to improve the system: (1) connectivity, (2) stability, and (3) functionality. There are currently more than 40 different partners (e.g., DPS, law enforcement agencies, car dealerships, state entities, Parks and Wildlife, etc.) using RTS. They are hoping the replacement will be handled in two phases: (1) design development, which allows the replacement to be properly mapped; and (2) during the next session, ask for replacement money. The full RTS replacement is estimated to cost between \$85 million – \$115 million. It has been initially approved by both the House Appropriations and Senate Finance committees.
- ii) Electric Vehicle (EV) bills. The Fire Association of Texas gave examples of incidences where EVs have blown up because first responders weren't aware that the vehicle was electric. They asked that an EV indicator be placed on the vehicle registration so they know this important information when they arrive on scene. There is another EV bill on registration that is gaining momentum. These bills provide the opportunity to update the motor vehicle records differently and help improve safety by avoiding batteries blowing up or cutting into the wrong portion of the vehicle.
(1) Q: Will there be a differentiation of EV and hybrid vehicles? A: Yes, they can use the extensive category list from the Annual Alternatively Fueled Vehicle Report.

4) TRCC Business (Shipp)

- a) TRCC newsletter update - distributed to 2,751 on 3/6/22
 - i) The newsletter was distributed in two phases: (1) distributed to 68 TRCC Members and External Stakeholders, and (2) to a broad traffic safety stakeholder audience, which invited them to opt in to future editions; gained 24 new subscribers for a total of 91 subscribers.
 - ii) In the future, TTI will circle back to voting members to get input on content for the next newsletter. Some will be asked to provide information on what they presented today.
 - iii) Larry encouraged the group to think about any stakeholders that might like to receive the newsletter. Either forward the newsletter to your contacts directly or ask Eva to.
- b) TSIS Update
 - i) Each database representative should review their section, add performance measure data for April 1, 2022 – March 31, 2023 and send their updated TSIS document to Eva and Emily by May 15th. If members can return it sooner, we can vote on it at our May 9th meeting. If we cannot vote at May 9th meeting, we can vote via email.
- c) STRAP Plan (Krantz)
 - i) In the past, it was required for states to file the STRAP every 5 years to remain eligible for 405c funding. However, NHTSA has lifted that requirement. States should still perform an assessment of databases that make up the TRCC but it doesn't have to be done all at once as this is a large task for agencies and TRCCs. Texas still does want to move forward with STRAP evaluations of each database

- ii) NHTSA has approved for each database to undergo a STRAP review over the next 5 year period (1 – 2 agencies per year). We have drafted an initial “batting order” but we want feedback to ensure the proposed timeframe works for each division/agency. In FY2024, CRIS and Roadway Inventory are recommended. David Freidenfeld stated that Roadway will be glad to undergo the assessment in 2024. Larry and Eva will work with representatives from each database to choose the completion timeframe that works for them. NHTSA has loosened up the amount of time you have to complete the assessment so we can use a whole year, if necessary.
- iii) NHTSA has a list of questions for each database to answer. They evaluate our answers and align them with their ideal database characteristics. They won't hold back funding but will give recommendations for how to improve areas that are weakly aligned with NHTSA ideals.
- iv) Q: Is this in any relation to Model Minimum Uniform Crash Criteria (MMUCC) alignment? A: Not directly, these questions are more aligned with the six key focus areas of the TRCC (accessibility, accuracy, completeness, consistency, timeliness, and uniformity). The 2018 STAP recommendations can be viewed in the recently reviewed TSIS document.
- v) This is a valuable process. In 2018 we learned a lot of good things that sparked momentum within the TRCC. We will be reaching out to representative of each database for feedback on how the STRAP is going and input on who would like to go next. We wish to continue with the 5-year rotation, completing all databases by the end of FY28.
- d) Larry reminded everyone that he sent information on the projects discussed previously. We will vote prior to closing the meeting.

5) EMS Dashboard Review (Perez)

- a) Marcie Perez did a demonstration of the EMS Trauma Registry dashboard (<https://texastrcc.org/texas-trauma-registry-data/>). More detailed information about the data and formulas, as well as instructions for how to use the tool can be accessed in the [User Guide](#). If you'd like further assistance with the dashboards, contact Eva or Marcie.

6) Recommendations for FY24 projects

- a) There was no motion to approve the slate as it appears.
- b) Jim Markham made the motion to approve the slate with modifications discussed; Jia Benno seconded. All approved; none opposed.
- c) The updated list will be submitted to Letty von Rossum and Michael Chacon for further approval of FY24 funding.

7) Adjourn

- a) Discussion on holding next TRCC meeting in-person.
 - i) Because of COVID, many TRCC members have not met in-person yet so a discussion was held on whether we should have the Tues, May 9th meeting in Austin at the new TxDOT HQ. The idea was well received so we will move forward with coordinating the meeting location. A virtual option will still be available.

- b) Captain Tullos motioned to adjourn; David Freidenfeld seconded the motion. All were in favor; none opposed.
- c) The meeting adjourned at 3:05 p.m.