

# **TRCC Executive Committee**

## **May Meeting Minutes**

**1:30 – 3:30 p.m. May 9, 2023**

**TxDOT HQ and MS Teams**

### **1) Call to Order and Roll Call**

#### **a) Larry Krantz called us to order at 1:30pm**

- i) Roll Call and brief introduction for all attendees was performed
- ii) Ed Burgous introduced the new FHWA safety engineer, Rubaiyat Islam

### **2) Opening Remarks**

#### **a) TRCC Chair, Michael Chacon, P.E., TxDOT Traffic Safety Division Director - not present**

#### **b) TxDOT - Behavioral Traffic Safety, Letty von Rossum, TxDOT - Behavioral Traffic Safety Section Director - not present**

#### **c) NHTSA, Becky Walker, Regional Program Manager, Region 6 – not present**

#### **d) FHWA, Ed Burgos-Gomez, Safety/Traffic Operations Specialist**

- i) The FY21 data from Texas recently triggered special rules regarding vulnerable road users and highways. FMCSA has been working with TxDOT-TRF to comply requirements. This was the first time Texas didn't meet the Safety Performance Targets.
- ii) Jim Markham added that many states are in the same position, attributing it to the increase in crashes most states have seen post-COVID.

#### **e) Larry Krantz, TxDOT Law Enforcement Training and Data Development Program Manager**

- i) This is the first time that TRCC met in person for the first time since 2020. While TRCC thrived during COVID-19 pandemic, it would be great to meet in person for future meetings if participants have the capacity. The future calendar was also discussed, and it was proposed to change the meeting day to Wednesdays.

#### **f) Approval of March 2023 TRCC Meeting Minutes**

- i) Lt. Taylor motioned to approve, Jia Benno seconded.
- ii) Meeting minutes approved – none opposed

### 3) **TRCC Database Roundtable/Updates**

#### a) **Citations Database (Lt. Taylor, TxDPS)**

- i) DPS is continuing to roll out their new records management system. Over 60% of troopers have been trained on it. This consists of a full change of the records management system, the e-ticketing solution, the NAD management system which records, calls for service traffic accidents, responding to response times, etc. They will now have call and response times and clearance times at a CAD level.
- ii) Additionally, DPS been fielding a lot of legislative requests, PIRs -- especially related to the Austin task force and continuing border operations.

#### b) **CRIS Database (Markham, TxDOT)**

- i) CRIS update 26.0.2. just rolled out.
- ii) As part of that, they pushed out some supplemental annual data that comes in with regards to spatial layer and where things are located. They are undergoing the annual processes of updating the digital road network.
- iii) The next step is another update in reference to the automated data field or automated vehicle fields. They pushed out with 26.0 the addition of automated vehicle “Yes, No, and Unknown” and then also the automation level engaged of “0,1,2, or 99 – unknown”.
  - (1) Post-update it was discovered that there are trucks with level four automation in Texas so they are in the process of adding additional levels. Their team is working with their counterparts in Arizona, who’ve been dealing with level 4 automations since 2007, to learn how to address this issue.
- iv) Update version 27 will be rolling out during around October and will allow officers to drop the crash location on the digital road network.
- v) They're in the process of moving some linking data to the enterprise data system called Datalink 2.0. that process is ongoing. There are also some

upgrades for visualization that is in the procurement stage. They are hoping to get it rolled out this fiscal year.

(1) Q&A for Jim:

(a) Q:What is level four automation and what is rolling on the highway?

A: Society of Automotive Engineers has a [five level scale](#),

- (i) Levels 1, 2, and 3 require a driver. Thus, the system alerts the driver to put hands on the wheel and that person is the responsible party. In terms of crash records, these vehicles will always have a driver involved because that person is technically still responsible for the operation of the vehicle.
- (ii) Levels four and five do not require a driver. Level 4 can only operate in their designated environment; level 5s can operate in any environment. There are currently no level 5 vehicles operating in Texas.

Examples of level 4: Waymo truck or Jaguar F-pace. Waymo is currently mapping within the Austin city limit for their ability to run driverless ride summoning services. The vehicle is driving and does not require a human to be involved. If it loses its satellite link to the cloud, it has enough onboard processing to be able to drive itself and either continue the route or safely exit the roadway and park itself and have someone come and fix it. The key is that vehicle is authorized in its operating environment to drive around on its own accord from point A to point B with nobody in the driver's seat. The responsible party under Texas law is the owner of the vehicles. Thus, the owner is the operator. In terms of crash records, the owner would be the one that would be cited if their vehicle was at fault.

- (iii) The digital driver in these vehicles is basically replicating the best driver and the best conditions. They are more aware than we are because they have 360-degree visibility all the time, multi-weather between light and radar.

(b) Q: How far away are we having level five in Texas?

A: Jim believes it will be years before level 5 because you must have the algorithm trained to understand many variables. They must get a screening for it to abstract what it already knows into an unknown environment and to be able to do that, they must train it like a human that can abstract a lot quicker. The computer must have a much deeper understanding level. TxDOT has an automation specialist already taking notes on this type of data.

c) **Driver License Database (Wakefield, TxDPS)**

i) State-to-state information is planned to be implemented on Labor Day weekend. 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) Q&A for Valerie

(1) Q: In reference to driver's license, database and crash record

implementation for drivers records, they are working through who owns what and who did what to whom with regard to driving record and trying to figure out how that's denoted in the system specifically so there is less confusion. There's no fault assigned - so how does one determine fault in the record based on wording.

A: Texas is a no-fault state thus the crash is reported on both drivers' records, so it will have one you can see citation issued usually and where we know the at fault driver is the one who was issued a citation and then the not at fault driver. She will need to get back to Jim on that subject but stated that the listed in a way that we can decipher who is at fault in the accident and who is the innocent party. Jim clarified you can pull that out of not just the narrative but looking at the contributing factors that the officers put on there.

Valerie clarified that they do not actually have all that information when the crash record is uploaded to the history. It includes the crash occurrence, the crash date, and the crash number. There is a place where you can

confirm that the person who was driving was the person it's put on the record. We don't actually have all the indicators on that driving record. We cannot discern if it is a crash or not a crash. We do not have all that information. The record does say "no citation issue".

**d) EMS & Trauma Registry (Benno, DSHS)**

- i) The team recently put together a quarterly report of all the EMS agencies that have not submitted data within 90 days (which is the requirement). They were working with EMS Trauma Systems Group and are also going to be working with the Regional Advisory Council to track and alert those people who have not submitted the data to ensure they are able to get submissions to 100%. They are updating some of the indicators in regard to improving timeliness.
- ii) The team is using the linked EMS Trauma and CRIS data to put together a report on pedal cyclist injuries.
- iii) They are also working on closing out the 2022 Trauma and EMS data sets. They will start the cleaning process later this summer and link it with CRIS.
- iv) They are using the linked data to create an infographic and map on children in the state in regard to child safety seats. These are going to be released within the next month or two and will be available through the website.

**e) Registration & Titles System (TxDMV)**

- i) They are currently in the early stages of replacing the registration title system. They are also monitoring governing legislation very closely because they have asked for appropriations and funding. Which is the first step to that they can get outside entity come in and advise. They will continue to make enhancements to the current system while we wait to replace it.
- ii) There are some large bills that could be impactful to programming changes. So, they are still monitoring those and will implement changes as they come. They are meeting on 7/18 to look at replacing old temp tags with metal plates.  
(1) Q: How this change in plates would work?

A: The bill right now was focused primarily on e-tags (which dealers issue) and then it's expanded into some of the timed permits (issued by counties or regions).

Some dealers have already been issued plates. They're contracted or bonded with the counties, and the county has issued them inventory (metal plates) and the deal finishes out the title transaction through a web-based application - web dealer, that integrates with RTS. Instead of the metal plate being issued at the time of title and registration, it will be issued prior to leaving the lot.

They are having conversations about figuring out solutions for the timed permits. The bill also requires a metal plate to be issued to out of state purchasers (people that purchase a vehicle from a dealer in another state and then take it back home to Texas). They are working with stakeholders to figure out solutions for this.

#### **4) TRCC Business (Shipp)**

- a) **TSIS Update** - There have been two small edits to the Roadway Inventory and EMS & Trauma Registries sections since the draft was distributed by Eva via email (no data or any concepts were changed).
  - i) Database representatives discussed the Performance Measures they felt warranted further explanation.
  - ii) Eva will send out email to voting members to collect their vote to approve the TSIS Strategic Plan. The deadline to respond is Friday, May 12.
  - iii) Next year Eva will be working on updating the template

#### **5) EMS Registry Data Linkage (Sussman)**

- a) The first presentation was focused on data linkages and current initiatives.
  - i) The Texas Administrative Code 103.4 requires that entities report data to the registry within 90 days. The average lag time is about 7 to 10 days after the call for service before we get the patient record. The information that they collect mostly is in line with the national EMR information system, and this is really to make sure that they are collecting the same information between states. That way they can look at the same determinants, the patient records. Texas has some unique elements, such as the Texas wristband number and things that are unique to the state. Currently there are 550 elements collected.

(a) Injury elements and Dispatch Elements

- (i) These are some certain determinants that are interesting. One can look on the human side, and see what type of injury resulted in what type of medical issue. One of the key limitations on the other side is you have providers dealing with the patient for 5 minutes. And they also don't document many details about the crash itself. They usually document the extent of the patient's injuries and how fast they think the motor vehicle was going. Most of that information is in the narrative, not within the patient care record. A lot of the initiatives that Gavin's team is focusing on are trying to link different datasets that really enhance the information along with the peace officer crash report and the hospital patient care record.
- (ii) The crash report is linked with the trauma data to identify the determinants of the crash with the resulting injuries and how long it took to get to the hospital, how severe their injuries were, etc.
- (iii) Identifiers are going to receive a large enhancement this fall and they are going to pilot that by providing it to peace officers directly.
- (iv) During the pandemic, there was an increase in motor vehicle crashes that appeared to be more severe, based on the reported injury severities. The injury severity score was used to quantify the severity of multi-system trauma, considering factors such as arm fractures and pelvic fractures. Interestingly, there was a decrease in speeds and congestion during COVID, which may have contributed to the decrease in crashes. However, it is important to note that the fatality rate for the beginning of this year is slower compared to previous years.
  1. Eva noted that severity went up but the congestion went down
  2. Jim replied that he has also seen a downturn in fatalities this year

More data will be available next Friday, which will provide a better understanding of the situation.

(v) Studying trauma and the determinants of motor vehicle collisions in Texas can help identify preventative measures and improve education and assessments for appropriate trauma facilities. Additionally, further analysis of unit collisions will be conducted at a later date. The presentation used various sources of data, and the government appreciates the work being done to understand and address these complex issues. The goal is to continually improve data collection and analysis to provide better insights into injury types and severities, ultimately benefiting federal agencies and promoting safer driving practices. The pilot program, starting on October 1st, will play a significant role in achieving these objectives.

(2) Q&A for Gavin:

(a) Q: Is any of the data sent directly to the medical advisory board section?

A: The EMS linkage is not part of the medical board but it could be a very good data source for everyone

b) The second presentation focused on pedal cyclists.

i) Injuries to middle-aged cyclists in Texas are on the rise, according to a dataset analyzed by the epidemiology team. The 45 to 64 age group is the most impacted, contrary to the assumption that younger age groups are more at risk. The percentages reflect the portion of pedal cyclists involved in crashes by age group, but not as a percentage of their population representation. Therefore, the actual impact is likely even greater than observed. The dataset also shows that 86.96% of victims are male, with non-Hispanic whites forming the majority, followed by Hispanics, Blacks, Asians, and other ethnicities. The most common injury among cyclists is global general trauma, indicating multiple injuries. It is crucial to ensure that injured cyclists receive appropriate care at level one or level two trauma centers. The majority of crashes occur on city streets and US highways, with dry roads being the norm. Almost 55% of crashes happen at intersections, which poses



a significant concern for emergency responders. While certain factors, such as whether the cyclist or vehicle failed to yield, were not addressed in this specific presentation, they are important to consider for future prevention measures.

- ii) Almost 90% of the patients receiving care at level one or level two, the trauma center is before they expired. So that's a significant improvement.
- iii) The numbers reveal that the most common location for these accidents was on city streets (64%), followed by U.S. state highways. Most accidents occurred on dry roads (93%), and approximately 37% happened outside of intersections. Interestingly, 55% of accidents were related to intersections, which are known to be hazardous. Gavin also mentioned the importance of examining contributing factors such as cyclist behavior and the need for preventative measures. Additionally, they discussed the timing of accidents, with a concerning peak at 10 p.m., and suggested analyzing variations by month of the year and day of the week for further insights.

## **6) Future Meetings**

- i) Larry discussed the scheduling of future meetings and proposed moving meetings to Thursday so that the meetings can be in person more often. The decision made to move meetings to Thursdays.
- ii) Months proposed: October, January, March and May
- iii) Additional summer meetings discussed.
  - (1) The Stakeholder meeting in held in the summer
    - (a) Jim thinks it is good to meet consistently and meet in the summer to create a gap in catching up with each other. Also consider meeting before ATSIP this year, perhaps to have a dry run-on presentations. Larry thinks after would be good so that they can go over their thoughts after.
  - (2) Larry welcomes everyone's feedback on this idea. Larry calls for suggestions and a doodle to ask if people want to meet more often.
- iv) Larry asks if there is support for having a forum for TRCC
  - (1) Jim agrees it would be good

(a) It would help for us to internally coordinate to have a better cross dimensional coordination

7) **Larry opens the floor prior to adjourning** – thanks for the participation and discussion – thankful that everyone is working well together.

8) **Adjourn**

a) Jia Benno motioned to adjourn. Lt. James Taylor seconded the motion. All in favor; none opposed. Meeting adjourned 3:04 pm.