

TRCC Executive Committee
1:30-3:30 p.m. Wednesday, October 22, 2025
MS Teams Only

1) Call to Order and Roll Call

- a) Larry Krantz opened the meeting and welcomed all attendees. He thanked members for joining and acknowledged the collaborative efforts of participating agencies.

2) Opening Remarks

- a) **Remarks from TRCC Chair, George Villarreal, P.E., TxDOT – Traffic Safety Division Director**
 - i) Not present
- b) **Remarks from TxDOT – Traffic Safety, Cathy Kratz, P.E., TxDOT – Traffic Safety Division Deputy Director**
 - i) Not present
- c) **Remarks from NHTSA – Becky Walker, Regional Program Manager, Region 6**
 - i) Not present
- d) **Remarks from FHWA**
 - i) Not present
- e) **Remarks from TxDOT – Traffic Safety, David Palmer, TxDOT – Behavioral Traffic Safety Section Director**
 - i) David Palmer thanked the group for the welcome and expressed support for the committee's ongoing initiatives. He announced that the FY2027 Request for Proposals will be released on November 14, 2025, and close on January 16, 2026. David offered his support to members for any upcoming projects.
- f) **Remarks from TRCC Moderator, Larry Krantz, TxDOT – Traffic Records Program Manager**
 - i) Larry Krantz welcomed attendees and noted his 11th year leading the TRCC. He thanked the committee for its collaboration and participation. He recognized David Palmer's return to the committee.
- g) **Approval of July 2025 TRCC Meeting Minutes**
 - i) Jim Markham motioned to approve the July meeting minutes, seconded by Jeremy Rogers. All approved; none opposed.

3) TRCC Member Roundtable

- a) **Citations Database (Lt James Taylor, TxDPS)**

- i) Captain James Taylor was not present for the meeting. Larry Krantz noted that he has been promoted from Lieutenant to Captain.
- b) **CRIS Database (Jim Markham, TxDOT)**
 - i) CRIS 30.0 is out of development and in testing, and it marks a major transition from CR3 to the new CR4 crash form. The change improves accuracy, flexibility, and consistency, and keeps the data stored and transmitted in XML format.
 - ii) Vendor onboarding is paused until CR4 rollout to maintain uniformity. The new form is self-building, and it begins with a crash location and automatically hides non-relevant sections, such as CMV fields, which streamlines reporting and reduces clutter.
 - iii) Future updates can be made electronically without vendor formatting issues. New metadata fields will capture suspected alcohol and drug involvement in background data, which will enhance NHTSA reporting accuracy. The “Manner of Collision” field is being reduced from 46 to around 20 options to align with national standards.
- c) **Driver License Database (Valery Wakefield, TxDPS)**
 - i) Valery Wakefield was out attending a conference, and Joseph Thompson provided updates on her behalf.
 - ii) Larry Krantz asked whether funding was available to support TRCC efforts. Joseph confirmed that TxDPS can assist and is willing to help with any upcoming TRCC projects or data needs.
- d) **EMS & Trauma Registry (Jia Benno, DSHS)**
 - i) Gavin Sussman shared updates on behalf of Jia Benno. The team reviewed data from 750 EMS providers and found many were not completing stroke assessments. Follow-up efforts improved compliance from 40% to 70% in the last three years.
 - ii) The agency is developing guidelines for whole blood administration documentation, with about 150 providers involved. NHTSA is also creating a public dashboard highlighting interventions, timeliness, and airway management.
 - iii) EMS is beginning to use AI tools for documentation support, with reminders to protect patient data and avoid entering confidential information into public AI platforms. Ethical guidance is under review for use with unconscious patients.
 - iv) Reporting is transitioning from “gender” to “biological sex” for better data integrity. The 2024 dataset recorded 4.8 million entries; the 2025 dataset has reached 4.04 million to date.
- e) **Roadway Database (Jeremy Rogers, TxDOT)**

- i) Jeremy Rogers provided an update on the RIVAL project, which involves collecting statewide roadway imagery and LIDAR data through a partnership with Cyclomedia. The project covers on-system and off-system roadways and captures roadway characteristics such as geometry, signage, and lighting.
 - ii) Data extraction and validation are ongoing, and final delivery is expected in about two weeks. The 2025 data year will reflect this newly collected information, which offers a comprehensive, statewide baseline for roadway analysis. The project team is currently reviewing small data packages and coordinating with the vendor to refine extraction processes before full database integration.
 - iii) This update will serve as a complete replacement of the existing roadway inventory and ensure consistency and accuracy across the network. The 2025 dataset will also allow comparison with prior data to assess roadway changes.
 - iv) Jeremy Rogers noted that total coverage includes about 85,000 centerline miles and roughly 150,000 drive miles and accounts for multiple passes on multi-lane roadways.
 - v) Larry Krantz congratulated the team on their progress, and Jim asked whether Jeremy would present at the ATSIP Traffic Records Forum debrief in New Orleans next summer. Jeremy confirmed he plans to attend.
- f) **Registration & Titles System (Roland Luna, TxDMV)**
- i) Stefan Krisch reported on behalf of Ronald Luna and noted that TxDMV is about one quarter into the new metal plate implementation, replacing paper buyer tags statewide. Nearly 5 million metal plates have been distributed to dealers, and thousands have already been issued, removing paper tags from roadways with minimal impact to users.
 - ii) System updates are functioning correctly, and plate data is reporting accurately. The rollout was a major effort and was completed successfully and smoothly.
 - iii) Upcoming work to update the Motor Vehicle Record Database to include a voluntary indicator for military members. The indicator carries no benefits but fulfills new legislative requirements.
 - iv) Larry Krantz appreciated the team for their efforts, recognizing the transition from paper to metal tags as a significant accomplishment for both TxDMV and the motoring public.

4) TRCC Business

a) Upcoming TRCC meeting dates for FY2026

- i) Eva Shipp opened with housekeeping remarks and noted that this is the first of four TRCC meetings scheduled for the fiscal year. The remaining meetings will be held on February 25th, May 27th, and July 29th.

ii) All meetings will be held virtually on Wednesdays at 1:30 PM.

b) TSIS Annual Timeline (Shipp)

- i) The Traffic Safety Information System (TSIS) is Texas' annual strategic plan for traffic safety data systems. The report outlines each database and summarizes STRAP recommendations, and includes TRCC responses and performance measures for evaluation.
- ii) The measures assess accuracy, uniformity, and accessibility across all core databases. To maintain eligibility for 405(c) funding, the plan must be submitted on time and show improvement in at least one performance metric annually. For FY25, Texas demonstrated improvement in seven performance measures across core databases and three additional ones relevant to leadership priorities.
- iii) The TRCC has consistently performed well in this area, and between now and February, individual meetings will be scheduled to review and update each agency's performance metrics. Updated data will be submitted to TTI by April and will be compiled into the final TSIS document. It will be delivered to TxDOT by May for review and signature, before being submitted to NHTSA.

c) STRAP Update (Shipp)

- i) The Statewide Traffic Records Assessment Program (STRAP) is an evaluation process conducted in partnership with NHTSA to assess and improve Texas's traffic safety databases, and includes three components:
 - (1) Agency responses to NHTSA's assessment questions.
 - (2) Assessor review and clarification from NHTSA's expert team.
 - (3) Final scoring, marking each category as "meets," "partially meets," or "does not meet."
- ii) NHTSA revised the approach to review one or two databases per year instead of all at once, making the process more manageable. In FY24 and FY25, the focus was on the Crash and Roadway databases. For FY26, DSHS is being considered as the next candidate, with other agencies invited to volunteer.
- iii) The process is designed to be supportive and flexible, with TTI assisting agencies by drafting initial responses for review.
- iv) Jim Markham and Jeremy Rogers both endorsed the process and noted that it helps agencies reflect on data practices to align with national standards and identify improvement areas. Larry Krantz added that the STRAP provides "ideal benchmarks," which are a guide to best practices rather than rigid requirements.

d) ATSIP Pilot Project (Markham)

- i) Jim Markham provided an update on the ATSIP Pilot Project, which is scheduled to conclude at the end of the month. The project focuses on analyzing large-scale telematics and crash data using a shared revision platform. Access to the system extends through October, and TxDOT plans to continue exploring data access opportunities moving forward.
- ii) The platform manages extremely large datasets, which makes updates time-intensive but highly valuable for generating insights. Jim explained that the team has been able to correlate speed and citation data with crash and distracted driving trends. He mentioned that it shows a clear connection between enforcement presence and speed reduction in key areas.
- iii) An example involved the Lake Houston bridge corridor, where GPS data and citation records indicated decreased speeds and no corresponding crash hot spots, confirming that targeted enforcement improved driver behavior.
- iv) He also shared findings from Fort Cavazos (formerly Fort Hood), where telematics data revealed patterns of mobile phone use among drivers during certain times of the day, such as lunchtime. The analysis showed higher phone use off-post than on-post, which was attributed to stricter enforcement by military police.
- v) The project identified data gaps, particularly in areas without crash reporting, such as military installations. Jim noted ongoing collaboration with military police and local agencies to integrate their crash data into the state system.
- vi) The pilot has been highly successful and has provided new insights into distracted driving, enforcement patterns, and areas lacking reporting coverage. The project received positive feedback from the CMT group and other partners. Data access will remain available through the end of the month for continued review and analysis.

e) Impaired Driving Dashboard (Sinha)

- i) Nishita Sinha from TTI presented the Alcohol-Impaired Crash Risk and Hot Spots Dashboard, which integrates crash counts, socioeconomic indicators, and alcohol outlet density to identify areas of highest risk across Texas.
- ii) National context: alcohol-impaired driving accounts for roughly one-third of all roadway fatalities, about one every 42 minutes. In 2023, Texas recorded approximately 1,700 fatalities, with 27 percent involving drivers with a BAC of 0.15 or higher. These figures highlight the importance of examining local patterns to inform prevention efforts.

- iii) The dashboard identifies counties with the highest alcohol-related crash risk and overlays this with census and alcohol access data to explore potential drivers of those patterns. The 2024 dataset includes three primary visualizations: relative crash burden and rate, socioeconomic index association, and alcohol access density.
 - iv) Statewide, both rural counties and urban areas such as Travis and Bexar emerged as hot spots. The dashboard's interactive map allows users to view each county's crash rate and burden estimates.
 - v) A census-based socioeconomic index was also integrated, which was constructed from five indicators: median age, high school graduation rate, median income, unemployment, and the proportion employed in natural resource industries.
 - vi) Findings showed that counties in the lowest quartile had the highest impaired crash rates, and counties in higher quartiles had a smaller share of total crashes involving impairment despite lower overall crash counts.
 - vii) The access density layer analyzed alcohol outlet licenses, including retail dealer, wine and malt beverage, and mixed beverage permits per 100,000 population. Counties were categorized as high access, medium access, and low access.
 - viii) High-access-density counties showed slightly elevated crash rates but lower relative burden, indicating complex interactions between outlet availability and community factors.
 - ix) Next steps include integrating enforcement and violation data into the next version of the dashboard, expected to be released within a month.
- f) **Impaired Driving Repeated Crashers Update (Shipp/Ramezani)**
- i) Eva Shipp provided an update on the impaired driving repeated crashes work, which has focused on identifying drivers who repeatedly crash while impaired to support the database. The analysis examines high-risk drivers and their characteristics.
 - ii) Crash records were selected from 10 years (2015–2024) using the standard definition of impairment by drugs or alcohol. Contributing factors like drinking, medication use, intoxicated drugs, intoxicated alcohol, driver BAC over 0, or a positive drug test were included.
 - iii) Across this period, 14,508 impaired crashes were identified, representing 7,060 repeat impaired drivers. On average, drivers had two impaired crashes, ranging from two to five. About 76% of repeat offenders were male, and fewer than 2% were motorcyclists.

- iv) Age distribution showed a peak among drivers aged 25 to 34, tapering with older ages. Many repeat crashes occurred within a short timeframe, around 19% recurred within the same calendar year, and the majority within three years.
- v) Among these, approximately 7% were involved in fatal crashes, contributing to about 570 fatalities. Half of those drivers died in their crashes, and 81% of deaths occurred after a prior impaired crash, highlighting the importance of early intervention.
- vi) Preliminary results show that around 700 impaired drivers per year are repeatedly crashing while impaired. These findings support the need for early, targeted intervention strategies.
- vii) Future steps include developing a retrospective cohort study to track driver behavior over time, linking records with missing driver's license numbers, and analyzing time-to-recurrence and potential intervention impact. The findings will inform the ongoing impaired driving database work and prevention planning.

g) **ATSIP Conference Reminder (Shipp)**

- i) Eva Shipp announced that the 2026 ATSIP Conference will be held in New Orleans. The abstract submission deadline is expected to be in the first week of August.
- ii) Jim Markham added that he chairs the conference's program committee. He encouraged everyone to put together solid abstracts.
- iii) Eva Shipp emphasized that TTI has had several presentations in past conferences by Jim, Larry, and others, and she would like to see broader participation from the group this year.

h) **Reminder: TRCC Newsletter (Shipp)**

- i) Eva Shipp encouraged everyone to share any new projects, accomplishments, or updates that could be featured. She invited agencies to send information about ongoing initiatives that could be publicly promoted in the newsletter, especially efforts related to safety research or collaborations outside Texas.
- ii) Larry Krantz added that the newsletter is virtual and emphasized that the goal is to make it concise but engaging, linking to where more can be learned. Eva Shipp mentioned that they can also promote upcoming events and conferences on the TRCC website calendar.

5) Adjourn

a) **Next meeting February 25, 2026, at 1:30pm**

- i) Larry Krantz thanked all attendees for their participation and hard work. The next TRCC meeting is scheduled for Wednesday, February 25th, at 1:30 PM.

- ii) A motion to adjourn by Jim Markham, seconded by Jeremy Rogers. All approved, none opposed.