

TRCC Executive Committee

Meeting Agenda

1:30-3:30 p.m. Wednesday, May 7, 2025, MS Teams

1) Call to Order and Roll Call

2) Opening Remarks

a. Remarks from TRCC Chair, Michael Chacon, P.E., TxDOT Traffic Safety Division Director

- i. Opened the meeting by thanking participants for their ongoing contributions to strengthening transportation safety data systems.

b. Remarks from TxDOT – Traffic Safety, Cathy Kratz, TxDOT – Traffic Safety Division Deputy Director

- i. Cathy welcomed everyone and mentioned gaining valuable insights from the recent Impaired Driving Forum, and looked forward to hearing more updates during the meeting.

c. Remarks from FHWA, Ed Burgos-Gomez, Safety/Traffic Operations Specialist

- i. Not Present

d. Remarks from TRCC Moderator, Larry Krantz, TxDOT Traffic Records Program Manager

- i. Reflections were shared on nearly 10 years of service within the TRCC, noting the turnover during that time. Appreciation was expressed for Major Jodie Tullos, who was recognized as one of the longest-serving members of the group.

e. Approval of February 2025 TRCC Meeting Minutes

- i. All approved, none opposed.

3) TRCC Member Roundtable

a. Citations Database (Lt James Taylor, TxDPS)

- i. Operations were reported to be going well, despite ongoing staff adjustments following a recent promotion.
- ii. Automation efforts were highlighted, with several products now automated. A future presentation is planned to showcase selected datasets. Staffing remains full, and field corporals were recognized for strong performance.
- iii. Six corporals, commissioned under prior leadership, are now stationed across the state. Serving as emerging technology specialists, they work directly with users and systems, improving

feedback and instruction. Their support has enhanced data completeness, particularly in evidence and traffic records, and helped address issues with ticketing systems. Due to their success, plans are underway to double their number this year.

b. CRIS Database (Jim Markham, TxDOT)

- i. Version 29.0 is scheduled for release on the 18th and will include better error handling, intelligent roadbeds, and crash placement on specific roadbeds rather than centerlines. Testing is underway to ensure smooth transitions between on- and off-system roads.
- ii. The system can now snap to either centerlines or actual roadbeds, allowing for better roadway correlation, including distinctions between main lanes and access roads. These improvements are aimed at moving beyond older centerline-based mapping.
- iii. A new credit card vendor has been preloaded, with a switch system in place to allow seamless transitions if vendors change in the future.
- iv. Crash data will undergo high-volume reprocessing to reflect roadway updates, increasing from 17K to 250K crashes per day during the update. Version 29.1 will introduce user controls to restrict bulk crash data purchases, in response to misuse flagged by FBI and Houston-area cases.

c. Driver License Database (Valery Wakefield, TxDPS)

- i. An update was provided on the Texas Conviction Reporting Interface, which is being developed to replace the current paper-based system. The project remains in the development phase, with six pilot courts identified to support testing and implementation. The goal is to streamline reporting of convictions, including those involving Mexico violations, Canadian provinces, and out-of-state drivers, for more efficient processing.
 - 1. The system aims to meet the federally mandated 10-day and Texas's 7-day reporting timelines. A tentative go-live date is set for August 1st, with onboarding expected to continue over the next six months. By 2026, at least half of the state's 1,700 courts are expected to transition to the new system. While legislative efforts and other projects are ongoing, this remains the primary focus.

d. EMS & Trauma Registry (Jia Benno, DSHS)

- i. Shared that the 2024 EMS and trauma data sets officially closed on April 30th, and the cleaning process is now underway. Final data sets

are expected by early summer, following months of outreach to EMS agencies and trauma facilities with missing submissions.

1. At closeout, 4.95 million EMS records were submitted. Nearly 95% of EMS providers across the state contributed data, showing steady improvement from previous years, which typically ranged between 90–92%.
2. This year's dataset is considered highly complete, reflecting strong surveillance efforts. A notable highlight includes the acceptance of an abstract on pediatric asthma treatment, based on EMS prehospital data, for presentation at the NASEMSO conference, allowing Texas data to be shared nationally.

e. Roadway Database (Jeremy Rogers, TxDOT)

- i. Reported ongoing work on the 2024 interview data, which is being prepared for submittal to HPMS and FHWA. The team is also awaiting traffic count data to begin standard data processing and product updates, which will be posted on official platforms.
- ii. The Cyclomedia project, focused on collecting imagery and lidar data, is 87% complete, with about 50% of it already published through the StreetSmart application. This dataset covers tollways, bonded roads, and functionally classified streets above the local level.
 1. Approximately 7% of the data has passed through StreetSmart. A dedicated SharePoint site for the RIVAL project offers dashboard access, progress tracking, and training resources. TxDOT users with a valid email can access the application and tools for inventory and training.
 2. Training videos are available, and a new training schedule will launch next month, starting in Corpus. On-site sessions will rotate through six statewide locations to train district staff on the StreetSmart application, which remains a key focus of the RIVAL project.
- iii. Intersection Inventory (Chris Bardash, TxDOT)
 1. TxDOT's intersection inventory project was presented as a key initiative under FHWA's MIRE guidelines, with a 2026 compliance deadline. The project involves cataloging all physical, signalized, and grade-separated intersections in Texas, including attributes like AADT, crash history, functional class, geometry, and control types.

2. Unlike other states that hired consultants, the work is being completed internally by TxDOT. The goal is to enhance data-driven safety analysis, support planning, and meet federal requirements.
3. A beta version of the web app, currently available to TxDOT staff via internal VPN, was demonstrated. The tool allows users to:
 - Search by route, control section, or reference marker
 - View intersection points and related approach legs
 - Access persistent intersection IDs for consistent crash mapping
 - Visualize interchange groupings via spider diagrams
 - Use Cyclomedia imagery to pan, zoom, and measure features
4. The tool received strong feedback for its practical use. A live example in New Braunfels led to a discussion of known crash issues and enforcement efforts. It was especially praised for helping identify complex intersections and guiding enforcement and education strategies.
5. It was also noted that users don't need prior route knowledge; clicking anywhere on the map reveals nearby intersections. The app is focused on stakeholder engagement, with future public release under consideration.

f. Registration & Titles System (Roland Luna, TxDOT)

- i. Annette Quintero, attending on behalf of Roland Luna, shared updates on implementing a new law requiring metal plates at the point of sale, replacing temporary tags. With a July 1st effective date, dealers and counties have received extensive training.
- ii. Training on the WebDealer system is ongoing, with inventory management training to follow, helping dealers assign plates at sale. Over 22,000 dealers have received general issue plates. Fraud screening is in place, and distribution is being coordinated with three vendors managing inventory, logistics, and DMV systems.
- iii. Pilot programs and testing are underway to ensure readiness for July 1st, supported by deployment and post-implementation planning.
- iv. Modernization efforts include platform assessments and an upcoming system solicitation. The DMV is also working with AAMVA on a national committee reviewing vehicle data fields across all 50

states to support best practices. Legislative priorities are being closely monitored.

4) TRCC Business

a. TSIS Vote if possible or review timeline (Shipp)

- i. A reminder was given to submit updated TSIS metrics by May 16 to allow time for compilation and submission to TxDOT by the end of the month. Those needing extra time or assistance were encouraged to reach out promptly.
- ii. It was confirmed that voting will take place virtually, as in the previous year. Once all reports are received, ideally by mid- to late May, the compiled materials will be shared for review and voting, then forwarded to Michael Chacon.
- iii. Once final pieces are submitted, the process is expected to move quickly. The goal is to complete everything by the end of May to allow for timely review and submission.

b. ATSIP Pilot Project (Markham)

- i. The project analyzes statewide telematics data from vehicles across Texas. Data from April to December is available, with earlier months being added. Behavioral indicators include phone motion, excessive speeding, and harsh driving, with all data aggregated to protect privacy.
- ii. The telematics platform was demonstrated. Users can filter by location, behavior type, roadway class, and date. Heatmaps and 3D views help visualize high-activity zones and intersections.
- iii. Phone motion aligned with failure-to-control crashes; excessive speeding correlated with unsafe speed crashes, especially near off-ramps. These patterns highlight distracted driving and speeding as key risk factors.
- iv. Speed thresholds are 15 km/h on roads ≤ 55 mph, 20 km/h for 55–65 mph, and stricter limits above 65 mph. Failure to control may serve as a proxy for distraction. The anonymized dataset avoids re-identification issues.
- v. Initial analysis focused on urban counties with higher crash volumes. Clear overlap between telematics behavior and crash hotspots supports improved enforcement and planning. Early findings will be presented at the Traffic Records Forum in Boston after July

c. TRCC Dashboard Update (Shipp)

- i. The TxSTORM tool is updated monthly, with ongoing efforts to improve estimate stability. Updates continue on the census, index, and crash dashboards. Additional dashboards have been developed for traffic trauma events and repeated crashes.
- ii. An impaired driving-specific dashboard is being added to the census index, and the repeated crash dashboard is being refined to focus on impairment-related incidents. Further details will be shared by email with select team members.
- iii. A county-level dashboard is also under consideration. It would layer aggregated license and registration data with potential health indicators

d. LEADRS Update (Grubbs)

- i. DWI dashboards using Tableau have been enhanced, capturing over 225,000 cases in the LEADRS system. Data include arrest details such as location, time, behavior, demographics, sobriety results, and toxicology. Comparisons can be made across agencies and officers by time and day. Previously, access was limited to internal staff.
- ii. Interactive dashboards are being rolled out statewide. About 50 agencies are using the updated version, with full rollout expected by late June. Users can filter by officer, race, and more. An evaluation module was tested with 25 instructors and 1,400+ entries, with statewide deployment planned. The system allows filtering by substance and detailed sorting.
- iii. Disposition tracking has improved. Manual county data collection was piloted using statewide DWI labeling standards. Around 3,000 cases have been processed, but broader access is still needed.
- iv. Data are being pulled from public county websites. Two pilot runs are complete, and a third is set for July. Partner counties have been selected. Once gathered, the data will be matched to existing LEADRS records.
- v. This supports prosecutors in identifying repeat DWI offenders, even when prior offenses were reduced or dismissed. Early results may be shared at a future TRCC meeting.
- vi. AI-generated training videos via Synthesia are in development to support remote training. Certification waivers are in progress, with deployment expected soon.

- vii. Implementation is expanding in counties like Montgomery, Travis, and McLennan, focusing on blood warrant use. Outreach will follow the rollout to boost adoption in partially engaged counties.
- viii. Efforts also include legislative outreach, retraining, and marketing. The system has been showcased at recent law enforcement and DRE training events.

e. Impaired Driving Database (Martin)

- i. A statewide impaired driving database framework is being developed, guided by national recommendations. Existing sources, including LEADRS, are being reviewed at macro and micro levels. Additional administrative data is being sought from agencies not yet using LEADRS to create a more complete dataset on adjudication, sanctioning, and education.
- ii. Current efforts focus on identifying available data, engaging new sources, and holding one-on-one meetings with organizations to clarify project goals. A recommended data field spreadsheet is being finalized.
- iii. Input has been received from the Texas Impaired Driving Task Force, including prosecutors, law enforcement, DREs, and advocates. A “critical path” diagram was reviewed in March to ensure alignment with Texas’s DWI process.
- iv. A TRCC subcommittee is being formed to support this work. Early stakeholder conversations have progressed at different speeds but have been productive. Continued outreach and support from traffic safety colleagues and task force members remain vital to advancing the initiative.

f. ATSIP Conference (Shipp)

- i. The TRCC will be represented with four presentations at the upcoming Association of Transportation Safety Information Professionals (ATSIP) conference in Boston, held shortly after the Fourth of July. These presentations will be made available to TRCC members following the event.
- ii. Conference website: <https://www.atsip.org/trf/>

g. Reminder: TRCC Newsletter (Shipp)

- i. Content contributions will be requested for the TRCC newsletter, which is issued on a rolling basis throughout the year.

h. Annual Stakeholder Meeting (Shipp)

- i. Thurs, Sept 4 from 2 – 3:30 pm

- ii. The annual TRCC stakeholder meeting has been scheduled for September 4th. Invitations and calendar reminders will be sent in advance.

5) Adjourn

- a. A motion to adjourn by Jeremy Rogers, seconded by Jim Markham. All approved, none opposed.
- b. Next TRCC Meeting is July 16, 2025 at 1:30 pm