

TRCC Executive Committee

1:30-3:30 p.m. Wednesday, February 25, 2026

MS Teams Only

1) Call to Order and Roll Call

- i. Larry Krantz opened the meeting and welcomed all participants.

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 – Ed Burgos, Safety and Traffic Operations Specialist, FHWA - Texas Division

- i. Not Present

e) Remarks from TxDOT – Traffic Safety, David Palmer, TxDOT – Behavioral Traffic Safety Section Director

- i. David Palmer reported that the impaired driving assessment has progressed well and has received strong support from subject matter experts across multiple areas. He noted that a key focus has been on data integration and connectivity for creating opportunities for cross-communication between impaired driving initiatives and TRCC groups.
- ii. He stated that the initial phase of the FY27 General Grant evaluation has been completed and will now move to the next stage. He also shared that onsite monitoring activities have commenced, and subgrantees can expect communication soon.
- iii. Efforts have been made to streamline monitoring processes to improve efficiency and reduce burden. He mentioned that these improvements aim to better balance the needs of subgrantees and internal staff and enhance overall program effectiveness.

f) Remarks from TRCC Moderator, Larry Krantz, TxDOT – Traffic Records Program Manager

- i. Larry Krantz agreed with previous remarks by David Palmer that data will continue to play an increasingly critical role in impaired driving efforts.
- ii. He highlighted the importance of TRCC's role, particularly in LEADRS initiatives and the development of the statewide impaired driving database.

g) Approval of October 2025 TRCC Meeting Minutes

- i. All approved, none opposed.

3) TRCC Member Roundtable

a) Citations Database (Capt James Taylor, TxDPS)

- i. Capt. James Taylor appreciated the increased participation in TRCC meetings and recognized the TRCC leadership and staff for their coordination and support.
- ii. He shared his participation in the Texas Impaired Driving Task Force testimony during the week and described it as having gone well. He also described the current business as efforts focused on end-of-year reporting activities, including completion of racial profiling and data collection reporting requirements.
- iii. He noted that all agencies in Texas are required to submit traffic stop data, including race and ethnicity information, to the Texas Commission on Licensing and Education (TCOLE). This dataset was identified as a useful resource for research, particularly for analyzing traffic stop volumes by jurisdiction.
- iv. Approximately 1.8 million traffic stops were conducted in the previous year. An increase in enforcement activity was observed, attributed in part to a slowdown in border operations, allowing a return to routine traffic enforcement. He offered to share data and resources upon request and encouraged collaboration with interested parties.

b) CRIS Database (Jim Markham, TxDOT)

- i. Jim Markham provided an update on the rollout of the CR4 crash report form, which is fully implemented. All reports are being submitted using CR4, which is functionally similar to the previous form with a few additional fields.
- ii. He mentioned that the update in distance recording to a crash-centric approach, documenting direction and distance from the crash location to the nearest reference point. He noted minor implementation challenges that are being addressed through training.
- iii. For all fatal and serious injury (K and A) crashes, two new required data elements were added: Alcohol-related (Yes/No), Drug-related (Yes/No). These are captured in metadata and transmitted to NHTSA to improve future national estimates.
- iv. All supplemental reports are now required to be submitted using the CR4 format. Updates to older CR3 reports must be submitted as CR4 supplements. The CR4 form allows more efficient data structuring, consolidating entries into a single section.
- v. He stated that the overall implementation is progressing well, and Houston and Austin have been successfully onboarded.
- vi. A temporary decline in reporting throughput is expected during the first quarter due to vendor delays, and the year-end transition was considered more effective than prior mid-year rollouts.

c) Driver License Database (Valery Wakefield, TxDPS)

- i. Not Present

d) EMS & Trauma Registry (Gavin Sussman, DSHS)

- i. Gavin Sussman reported an update on the 2025 EMS data closure, with over 5.2 million EMS records collected to date, with approximately 2.5 months remaining. Efforts are ongoing to identify and recover missing data through coordination with agencies.
- ii. A submersion (drowning) case definition for EMS data was developed and approved at the federal level, which supports improved identification of drowning-related incidents and enables future research and data sharing.
- iii. He mentioned the development of an alcohol-related motor vehicle injury crash infographic, which will be published on the DSHS website, utilizing EMS data to analyze crash-related determinants.
- iv. He reported that, under Senate Bill 1 (January 2025), DSHS received \$10 million to implement regional whole blood pilot programs. Funding has been distributed to 22 regions, with around 150 EMS providers participating. Early observations indicate positive impacts on life-saving outcomes.

e) Roadway Database (Jeremy Rogers, TxDOT)

- i. Jeremy Rogers provided an update on ongoing end-of-year activities such as data cleanup, preparation of deliverables, and federal submittals. Data was reported to be nearing readiness for the end-of-year snapshot.
- ii. An update was provided on the Cyclomedia LiDAR data integration effort. Deliverables anticipated to be received within the next month.
- iii. Extracted LiDAR data will be incorporated into the 2026 data year rather than 2025. This adjustment was noted to be beneficial, allowing additional time for proper integration and validation.

f) Registration & Titles System (Stefan Krisch, TxDMV)

- i. Not Present

4) TRCC Business

a) TSIS Annual Timeline (Shipp)

- i. Eva Shipp outlined the TSIS annual report, which includes database descriptions, STRAP recommendations, TRCC responses, and performance measures. These measures focus on accuracy, timeliness, uniformity, completeness, accessibility, and integration. She emphasized that, to qualify for 405C funding, improvement must be demonstrated in at least one performance measure annually.
- ii. Individual meetings with each core records database will be conducted in March to review TSIS sections and provide recommendations, and finalize updates.
- iii. Recent STRAP results, particularly for the Roadway Inventory Group, will be incorporated into revisions and discussed during one-on-one meetings.
- iv. Database custodians were asked to schedule meetings to go over their sections.
- v. The finalized TSIS report will be compiled and submitted to TxDOT for review and signature by approximately May to early June.

b) STRAP Update (Shipp)

- i. An overview of the State Traffic Records Program Assessment (STRAP) was discussed, a formal assessment conducted by NHTSA, with recommendations guiding TSIS updates.
- ii. Recent assessments included CRIS (FY24) and Roadway database (FY25). Upcoming assessments were discussed, including management, DSHS, and driver licensing, citation databases to follow in future cycles.

c) ATSIP Pilot Project (Markham)

- i. Jim Markham provided an update on the CMT pilot project. A complete data pull was obtained before system closeout, and efforts are ongoing to secure continued access to the dataset.
- ii. Data was successfully analyzed across multiple counties, with improved system capability that allowed analysis of large datasets, including a full year of data for Harris County. Analyses were conducted for selected locations near Lake Houston, Fort Hood, and the City of Pecos.
- iii. Findings indicated increased phone usage in school drop-off and pick-up areas, particularly where traffic queues extend into surrounding neighborhoods. This was identified as a potential safety concern and opportunity for targeted education and outreach.
- iv. In contrast, he noted no significant increase in phone usage near schools in Pecos. Higher phone usage rates were identified near RV park areas and potentially linked to local workforce patterns.
- v. Additional analysis showed that adjusting data thresholds revealed locations with high concentrations of phone usage in areas with over 70% of drivers interacting with phones in specific zones.
- vi. Results from the pilot project are planned for presentation at the Traffic Records Forum (TRF) in New Orleans in August. He encouraged attendance at the TRF conference and highlighted the value of cross-state collaboration. Abstract submissions are currently open.

d) De-ID Update (Ramezani)

- i. Mahin Ramezani presented the crash narrative de-identification project, which focused on removing personally identifiable information (PII) from free-text crash narratives to support data sharing. She noted that crash narratives contain valuable information not captured in structured fields, but require redaction due to privacy concerns.
- ii. An AI-based model was developed using manually annotated training data and a transformer-based approach to detect and redact PII. A user interface was also developed to allow review and correction of model outputs.
- iii. Future work includes expanding the training dataset on CRIS Crash narrative automated PII redaction and integrating the model into the Texas Enterprise Data Platform (EDP) to enable automated PII redaction during data ingestion.
- iv. She noted that successful implementation could improve research accessibility and reduce administrative burden, including institutional review requirements.

e) UUID – East Houston (Martin)

- i. Emily Martin provided an update on the Universal Unique ID (UUID) initiative.
- ii. A previous pilot conducted in the High Plains region utilized the DPS case ID and was reported to be successful. Additional discussions have explored the potential use of the Texas EMS wristband system as an alternative identifier.
- iii. A new pilot effort is underway in the East Houston area to evaluate implementation in a more urban setting, where multiple responding agencies are involved. A different identification approach is being considered due to the involvement of multiple agencies.
- iv. Ongoing coordination is taking place with local partners, including EMS providers, the Houston Police Department, and Houston Fire, to assess feasibility and plan for a pilot in the next fiscal year.
- v. Members were encouraged to share awareness of the initiative within their regions, particularly in the Houston area.

f) LEADRS (Grubbs)

- i. An update was provided on the LEADRS system, which is a DWI reporting supporting system that captures detailed data across the full arrest lifecycle, from initial stop through case disposition. The data is being organized and put to format to display it to law enforcement officers and other stakeholders.
- ii. Data integration functionalities were increased with a shared data platform (Snowflake) that connected DWI arrest data and crash data, as well as possible linkage to some TRCC datasets. The system now contains about 250,000 DWI cases and allows for data visualization with dashboards available to the agencies for analytical comparisons.
- iii. Efforts are underway to shift from data collection to data-driven decision-making. It includes identifying trends in DWI occurrences, repeat offenders, and driving behaviors associated with different substances.
- iv. Planned analyses will include a statewide Standardized Field Sobriety Test (SFST) study using historical DWI data.
- v. Case disposition tracking has been enhanced, enabling analysis of outcomes such as convictions, dismissals, and case reductions. Pilot projects are being conducted with selected law enforcement agencies to integrate crash and DWI data and support the development of data-driven enforcement strategies.
- vi. Continued efforts are focused on expanding data integration, improving analysis capabilities, and supporting agencies in using data to guide enforcement and training decisions.
- vii. DRE evaluation data, including toxicology and driving behavior indicators, is now being integrated into the system.

g) ATSIP Conference Reminder / New Orleans (Shipp)

- i. ATSIP Conference to be held in New Orleans. The abstract submission deadline is March 16. Eva Shipp offered assistance for abstract development and presentation preparation. She encouraged attendance and noted that the conference was a valuable opportunity for sharing knowledge.

h) Reminder: TRCC Newsletter (Shipp)

- i. Eva Shipp encouraged members to share updates, resources, and developments for inclusion in future Newsletter editions.

5) Adjourn

- i. Next meeting May 27, 2026, at 1:30 pm.
- ii. Motion to adjourn passed by Jim Markham, seconded by Gavin Sussman. All approved, none opposed.