

TRCC Executive Committee

1:30-3:30 p.m. Wednesday, May 27, 2026

MS Teams Only

1) Call to Order and Roll Call

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

2) Opening Remarks

a) Remarks from TRCC Chair, George Villarreal, P.E., TxDOT – Traffic Safety Division Director

- i. George Villarreal expressed his excitement for attending his first TRCC meeting as the Traffic Safety Division Director. He acknowledged the strong foundation provided by Larry Krantz, Jim Markham, and David Palmer, and noted their strong collaboration in the committee in moving the group forward.
- ii. The importance of technology advancements, data utilization, and improved data governance to achieve the goal of increasing safety on Texas public highways was highlighted. He also appreciated the involvement of DPS and law enforcement.
- iii. He emphasized that the Crash Data Analysis Group was one of the department's most important foundational groups because the department's decisions were driven by crash data. He acknowledged the collaboration among the Crash Data Analysis Group, law enforcement, and TTI in understanding and utilizing data to generate insights that support departmental decision-making.

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

- i. Not present

c) Remarks from NHTSA

- 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 welcomed attendees, appreciated their participation, and noted the significant growth in participation since his time with DPS. He emphasized data-driven decision-making across agencies. He noted that TxDOT and DPS leverage data to support their work.
- ii. It was informed that the committee that TxDOT was working through budgeting challenges for FY2027. He explained that funding adjustments are due to Congress not funding programs at previous levels. He also mentioned the upcoming ATSIP conference in August and noted that additional information would be provided later in the meeting.

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

- i. Larry Karntz seconded the welcome extended by George Villarreal and David Palmer. He noted that it was great to have their attendance and thanked all the attendees for their participation.

g) Approval of February 2026 TRCC Meeting Minutes

- i. The motion to approve the February 2026 Meeting Minutes was passed. James Taylor seconded, all approved, none opposed.

3) TRCC Member Roundtable

a) Citations Database (Capt. James Taylor, TxDPS)

- i. Capt. James Taylor reported the progress in the Citations Database. He shared that the focus was on Citation and enforcement-specific and commercial motor vehicle-specific statistics. He noted that a dedicated analyst, funded by the Motor Carrier Safety Program grant, had been assigned to work on commercial data.
- ii. The Citations Database had previously focused on Highway Patrol data, like tickets, warnings, and traffic stops. The team would now be expanding its efforts to include and integrate commercial enforcement data. He encouraged committee members researching or studying commercial motor vehicles to reach out for assistance and to facilitate discussions with partners in the Motor Carrier division.
- iii. The department's preparation for FIFA operations, like traffic safety, human smuggling, and human trafficking enforcement activities, was reported. He noted that these efforts would involve extensive data collection over the coming months. He also provided an update on publishing additional high-value datasets to the Texas Open Data Portal.

b) CRIS Database (Jim Markham, TxDOT)

- i. Jim Markham encouraged committee members to attend the upcoming Traffic Records Forum from August 2 to 5th in New Orleans. He noted that presentations from TTI staff on the TMT pilot project, analyses of the correlations identified through the project, would be included in the program. He also mentioned that a TRCC 101 session and a Free Hospital Home workshop would be offered.
- ii. Regarding the CRIS Database, Jim reported that the new CRIS version had been deployed in January. He stated that additional updates were pending approval for licensing, which would allow all users across the state to operate under the same multi-factor authentication for system security.
- iii. Updates on the purchase site through the credit card vendor for providing additional fraud protection were mentioned. The state had been working with vehicle manufacturers by providing public crash data to evaluate the performance of their vehicle systems. He referenced a presentation by Honda and Hyundai at the previous Traffic Records Forum as an example. The reported automatic emergency braking reduced crash risk involving car-sized objects by approximately 49%, with a 95% confidence interval. He also noted that the reduction for person-sized objects was approximately 8%.
- iv. It was stated that Snowflake had become the primary data platform and that DPS was in the process of migrating data to Snowflake. He explained that the efforts would support reinstating driver lookup capabilities for internal users with Texas driver's licenses.

c) Driver License Database (Valery Wakefield, TxDPS)

- i. Valery Wakefield was not present at the meeting. Stephanie Minor provided updates on behalf of the Driver License Division.
- ii. Stephanie reported that the Texas Department of Public Safety (DPS) had resumed issuance of non-domicile Commercial Driver Licenses (CDLs) beginning June 1 for the H-2A category only. She explained that DPS had received approval from the Federal Motor Carrier Safety Administration to

implement the program. She also reported that, effective June 1, the CDL knowledge testing would be implemented only in English.

- iii. Jim Markham commented that representatives from California had raised concerns regarding driver's license data protection. It was noted that crash data from California commercial driver's license holders did not include names and indicated similar data protection practices.

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

- i. Gavin Sussman reported that the 2025 EMS and Trauma Registry data collection closed on May 11. A record of 5.3 million EMS patient care records and more than 200,000 hospital trauma activations were collected, which represents a 10% increase from the previous year. He noted the effort devoted to improving reporting compliance in the statewide dataset by identifying agencies that were not submitting data
- ii. An update on World Cup activities was given. He noted that the EMS and Trauma Registry had developed data dashboards for the Governor's Office and the Commissioner's Office. The dashboards monitor overdose rates, foodborne illness, and respiratory illness to identify any changes occurring during the World Cup.
- iii. The program had received federal approval from NEMSIS for the Texas EMS drowning case definition. This approval would allow other states to identify drowning-related cases in their EMS datasets. Gavin also noted the ongoing collaboration with the Texas Water Safety Coalition. Gavin shared that a guidance document had been developed for using artificial intelligence (AI) in EMS documentation. He explained that many EMS providers are using AI, and the guidance was created to provide direction.
- iv. Active involvement in the rollout of prehospital whole blood programs, where 160 Texas agencies were estimated to participate. He also added that efforts were underway to collect outcome data to quantify the benefits of prehospital whole blood use.

e) Roadway Database (Jeremy Rogers, TxDOT)

- i. Jeremy Rogers reported that most end-of-year roadway data for the 2025 data year had been finalized. Preliminary statistics indicated approximately 81,000 miles of state-designated roadways and 300,000 centerline miles of roadways. This represented a slight increase from the previous year.
- ii. The annual average daily traffic data had recently been loaded into the database. End-of-year products were being developed, and the annual roadway file was expected to be published after incorporating and testing the data posted to the TxDOT website.
- iii. He also provided an update on the long-term roadway inventory project completed by Cyclopeda. The vendor had collected high-resolution imagery with a functional classification. He mentioned that several roadway attributes had been extracted, and the information was now being loaded into the Roadway Database to replace existing data. The recent updates included posted speed limits, width, and lane width. Additional attributes were still pending and expected to be received soon.

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

- i. Not present

4) TRCC Business

a) TSIS Update/Vote (Shipp)

- i. Eva Shipp provided an update on the Texas Traffic Records Information System (TSIS) Strategic Plan. She noted that the document is annually updated and must demonstrate progress on at least one performance measure to qualify for funding. She thanked the participating agencies for their

timely submission of updates. It was reported that the TSIS showed improvement across 17 performance measures, which was the first time since working with the TRCC.

- ii. Regarding the TSIS approval process, the updated draft had been emailed to the voting members for review. Voting members were asked to review their assigned sections and identify any errors, so the final document could be prepared for submission to TxDOT. After the approvals, a cover sheet would be added, and a final review would be conducted to identify any formatting or editing issues before submission.

b) STRAP Update (Shipp)

- i. Eva Shipp provided an update on the State Traffic Records Assessment Program (STRAP). She noted that the assessment is conducted on a rolling basis and does not require an annual update. The current process is to review one to three databases each year, to cycle through all databases approximately every five years.
- ii. The CRIS Database was reviewed in FY2025, and Jeremy Rogers completed the Roadway Database assessment. The TRCC Management section and the DSHS database were considered for the next assessment cycle. Discussions on the Driver License Database assessment had also been initiated with Valery Wakefield. The Citations Database will likely be reviewed after the Driver License Database. The Vehicle Database assessment was expected to be scheduled later.
- iii. Eva Shipp explained that the TTI assists agencies by helping answer the assessment questions for each data source module. Agencies would receive a spreadsheet containing the assessment questions, with NHTSA-suggested evidence for each response. She also noted that an informational document had been developed to explain the STRAP process. The document is available to agencies to assist with obtaining that approval.

c) Stakeholder Update Meeting Schedule (Shipp)

- i. Eva Shipp updated that the upcoming stakeholder meetings to provide an overview of the TRCC's activities and accomplishments during the past year. The meetings will gather feedback from stakeholders for TRCC to participate, assist, and to collect additional ideas for future activities.

d) UUID – East Houston (Martin)

- i. Emily Martin provided an update on the Unique Universal Identifier (UUID) pilot project in the East Houston area. The project is focused on linking EMS, trauma, and crash records by incorporating a unique identifier, the Texas wristband number, into crash reports at the scene. The approach was intended to enable faster, more accurate linkage of records at the individual level.
- ii. Emily reported that the project is focused on stakeholder coordination and implementation planning to assess the feasibility in East Houston. The effort was to evaluate readiness, identify implementation needs, and determine how the pilot could be expanded and applied to all other regions in Houston and across the state.
- iii. Regular meetings with EMS, trauma, and law enforcement partners, and representatives from the Houston Fire Department were noted. With FIFA preparations requiring significant time and resources from participating agencies, the discussions have highlighted the benefits of the Texas wristband system. It was recognized that the wristbands could improve patient tracking during large-scale incidents, assist with family reunification, and help identify hospital transport.
- iv. The team had been working to identify stakeholder priorities, motivations, and implementation barriers. She discussed one example: Houston Fire already possesses Texas' wristbands supplied by its Regional Advisory Council, but the existing reporting protocols do not currently capture the wristband number. The project team is documenting the key questions, appropriate stakeholder

contacts, identified barriers, and potential solutions that support future implementation efforts across the Houston area and other regions of Texas.

e) Impaired Driving Database (Martin)

- i. Emily Martin provided an update on the Texas Impaired Driving Tracking System, also referred to as the Texas Impaired Driving Database. She reported that TTI is developing a framework and implementation plan for the system to support tracking the full lifecycle of a driving while intoxicated (DWI) case.
- ii. An initial set of required databases, data elements, and attributes had been identified. The new framework had been incorporated where appropriate, according to federal guidance on impaired driving. She reported that the project team recently participated in the NHTSA Impaired Driving Program Assessment, and TRCC members discussed the data available and supported developing a statewide impaired-driving tracking system. Emily noted that the assessment repeatedly identified a statewide DWI tracking system as a priority recommendation for Texas.
- iii. Emily stated that the project team has continued working to identify processes and requirements for linking data across agencies. The long-term goal is for the system to be housed within TxDOT's Snowflake enterprise data platform, and several key databases are already being migrated to Snowflake.
- iv. It was mentioned that the long-term effort involving multiple agencies would require additional coordination before full deployment. Meanwhile, the team would compile publicly available impaired driving data into a dashboard that would be posted on the TRCC website. The dashboard will include measures identified like the number of DWI arrests, filings for first-, second-, and third-offense DWI cases, and DWI convictions during the NHTSA assessment. The dashboard will be updated at least annually to provide a centralized source of information.

f) LEADRS (Grubbs)

- i. Brian Grubbs and Jerard Collins provided an update on the Law Enforcement Advanced DWI Reporting System (LEADRS) and highlighted the progress through additional funding received. The funding supported infrastructure development, completion of the .NET Core migration, expanded marketing, and training.
- ii. The migration from the .NET Framework to .NET Core was necessary because the previous platform was no longer supported. The migration had improved system security and scalability. New upgrades included an identity provider for authentication, mobile compatibility, clean architecture, cloud-based infrastructure, and Snowflake data capabilities. It was reported that LEADRS has evolved into an enterprise-level application supporting the broader impaired-driving ecosystem, with modular features that agencies can implement independently.
- iii. Several new modules have been developed: A Drug Recognition Expert evaluation module. An Administrative License Revocation module. An AI module, a STEP grant administration module. An Assistant District Attorney review module, etc.
- iv. More than 40,000 final case dispositions had been successfully linked to LEADRS cases. It allowed reporting on repeat offenders, ignition interlock, charges, and other case outcomes. Additional work was underway to incorporate toxicology information and use AI to streamline toxicology data entry.
- v. Program growth was also highlighted, with LEADRS usage more than doubling over the past two years. More than 120 courts and several prosecutors' offices have been added. The system expands judicial participation and supports the full impaired driving case lifecycle.

- vi. The implementation of embedded Tableau analytics, which provides interactive dashboards to evaluate officer performance, training needs, case processing, etc. Agencies have begun using these analytics to support data-driven decision-making and impaired driving enforcement strategies.
- vii. Jim Markham noted that LEADRS data is being migrated to the Snowflake enterprise data platform alongside CRIS and other key databases. He explained that housing these databases within the same secure environment will facilitate encrypted database linkages and support the development of the statewide impaired driving tracking system.

g) ATSIP Conference Reminder / New Orleans (Shipp)

- i. Eva Shipp reminded committee members of the upcoming Traffic Records Forum in New Orleans (2nd to 5th). She encouraged members to attend the conference and noted the opportunities for learning, collaboration, and networking.

h) Reminder: TRCC Newsletter (Shipp)

- i. Eva Shipp reminded that requests for content for the TRCC newsletter would be distributed soon.

5) Adjourn

a) Next meeting July 29, 2026 at 1:30 pm

- i. Larry Krantz thanked all presenters for their reports. The next TRCC meeting was announced for July 29, 2026, at 1:30 p.m.
- ii. A motion to adjourn was passed by James Taylor, seconded by Jim Markham. All approved, none opposed.