



## State Traffic Records Advisory Committee (STRAC)

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### Bi-Monthly Meeting

Thursday, February 17, 2022  
9:00 AM to 12:00 AM  
Remote Meeting via Google Hangout

### Meeting Minutes

#### *Attendees*

CDPS, David Aldridge ( <i>Chair</i> )	CDOT, Barbara Cohn	CDOT, Rachel Davis
DOR, Scott Spinks ( <i>Vice Chair</i> )	DRCOG, Jenny Wallace	OIT, Amy Bhikha
CDOT, BoYan Quinn ( <i>Secretary</i> )	DRCOG, Jacob Riger	CDOT, Anthony Vu
CDOT, Paul Clayton	DRCOG, Emily Kleinfelter	NHTSA, Kara Mueller
CDPHE, Barbara Gabella	CDPS, John Lynkiewicz	Castle Pines, Larry Nimmo
FHWA, Dahir Egal	CDOT, Manjari Bhat	CDHS, Webster Hendricks
CDPS, Cindy Stewart	CDOT, Glenn Davis	Stolfus, Elizabeth Stolfus ( <i>TRC</i> )
CDOT, Dave Swenka	CDPS, Richard Summers	Stolfus, Matt Brown ( <i>TRC</i> )
CDOT, Elayna McCall	CDOT, Mara Strother	Stolfus, Josh Sender ( <i>TRC</i> )
CDOT, Jimmy Bath	CDPS, Allison Rosenthal	Stolfus, Celeste Shinn ( <i>TRC</i> )

#### *Agenda:*

1. [09:01] Welcome
  - a. David A. called the meeting to order.
2. [09:03] Roll call
  - a. A quorum of voting members was reached with the following roll call:
    - i. David Aldridge, present
    - ii. Scott Spinks, present
    - iii. David Swenka, present
    - iv. Barbara Gabella, present
    - v. Molly Saxton, absent
    - vi. Amy Bhikha, present
    - vii. Webster Hendricks, present
3. [09:04] Review & Acceptance of past meeting minutes from December 16, 2021
  - a. *Motion to accept as presented by Scott S., seconded by David S., motion passes unanimously.*
4. [09:05] Status of Action Items
  - a. Matt B noted that all action items are either currently in progress, will be discussed during this meeting, or have been completed.
5. [09:08] Meeting organization
  - a. David A. suggested splitting the bimonthly STRAC meeting into two parts. One part would be geared towards STRAC business operations, involving primarily voting STRAC members. The other part would be geared towards local agency and other STRAC partner agency participation and include updates on traffic records projects. The intent of this division is to make the meeting more accessible to a wider audience.
  - b. Jenny W. expressed that DRCOG would still appreciate the opportunity to attend the whole meeting, if so desired.
  - c. David A. noted that the entire meeting would still be open for all to attend, but the agenda will be restructured to allow for greater accessibility through a lesser time commitment, if so desired.
  - d. No STRAC member opposed to the change in meeting organization.

6. [09:15-09:30] Break (delayed school start accommodations)
7. [09:32] Action Item #5 (August 2021) - "Distribute STRAC logo"
  - a. Manjari B. noted that a goal of the STSP is to consolidate all safety programs and initiatives under one statewide umbrella to reduce fatal and serious injury crashes on the Colorado transportation system. Therefore, four buckets were created to achieve this goal - data management, educated behavior, innovative technology, and risk response.
  - b. Manjari B. presented a draft version of the STRAC logo. The logo is intended to be all encompassing of safety programs in Colorado.
  - c. David A. generally liked the logo, but noted that approval will still have to go through the governor's office.
  - d. Dahir E. noted that using the same or similar logo for safety programs in Colorado may dilute the impact. Might want to consider exactly who or which programs can use the logo.
  - e. David A. noted that the use restrictions would be worked out in the governor's office.
  - f. Scott S. generally liked the logo and the four buckets it represents. Would appreciate advanced notice given to agencies who would use this logo prior to rolling out.
  - g. Manjari B. noted that the logo, when released, will include defined guidelines for use.
  - h. Elayna M. noted that the shield presented in the draft logo may be viewed as enforcement.
  - i. Elizabeth S. noted that the shield was intended to represent "protection" rather than "enforcement".
  - j. Manjari B. noted that no community outreach has been conducted yet to brainstorm additional logo ideas.
  - k. Emily K. noted that the shield presented in the draft logo might be misconstrued by the community at large to represent enforcement.
  - l. Scott S. suggested conducting public outreach to understand what might be a symbol that adequately represents all aspects of public safety, including law enforcement.
  - m. Manjari B. noted that she has received the feedback from the STRAC and will continue to refine the logo.
8. [09:54] Traffic Records Projects
  - a. Current 405C Grants
    - i. **Castle Pines Geocoding (Larry N.)**
      - Very close to completing scope of work
      - Activities completed include: geocoding centerlines; geocoding local crashes up to 2019; adding latitude/longitude to crashes on CDOT highways; correcting necessary crash attributes; creating Linear Referencing Systems (LRS) based on ARNOLD (All Roads Network of Linear Referenced Data)
      - Currently working on: geocoding recently constructed roadway centerlines; geocoding 2020 crash data
      - Will complete all deliverables by March 2022
    - ii. **Traffic Records Coordinator (BoYan Q.)**
      - Encountered some contracting issues
      - Traffic Records Coordinator (TRC, Stolfus) began utilizing 405C funding at the end of January
  - b. Call for consideration
    - i. **DRCOG Data Consortium**
      - Jacob Riger noted that 405C funds would be used to fund a term position at DRCOG to facilitate multi-agency crash data consortium
      - BoYan Q. presented the tentative timeline for this project, which overlaps FY 22 and FY 23 (see 405C application for detailed timeline).
      - BoYan Q. noted that the multiple fiscal year timeline has been cleared with CDOT procurement, NHTSA, and DRCOG. Anticipated milestones for each fiscal year are set forth in the project application.
      - Scott S. inquired about the performance measure outlined in the project application related to the percent of respondents.
      - Jacob R. noted that DRCOG received strong initial interest from respondents with limited effort put forth by DRCOG. A dedicated staff member is expected to gather additional respondent, stakeholder buy-in, and overall participation.
      - Scott S. inquired about how DRCOG will treat personally identifiable information (PII) within the scope of this project.
      - Jacob R. noted that DRCOG already handles the crash data and associated PII following all

regulations.

- Jacob R. noted that DRCOG will change the language in the 405C application to define the purpose of the project which is to capture more crash location data through first responders, police and emergency medical service (EMS) workers. The language will include how the process will continue to scrub Personal Identifier Information (PII) from Crash Location.
- David A. noted that DRCOG may want to consider additional scope to include crime data from DDACS while soliciting participation from multiple agencies.
- Barbara G. noted that the potential solution and data flow proposed in the 405C application were not clear as written. DRCOG may additionally want to consider adding language of a data use agreement.
- Scott S. inquired about the performance measure outlined in the project application regarding crash reports containing latitude and longitude data.
- Jenny W. noted that this performance measure is intended to increase the conformance rate with filling out the latitude and longitude fields on the crash report form.
- Jacob R. and Jenny W. thanked the STRAC for the comments received. DRCOG will revise the 405C project application as requested and resubmit to the STRAC for approval via email.

**ii. Traffic Records Coordinator (TRC)**

- BoYan Q. presented the defined tasks and deliverables for the TRC for FY 22.
- David A. called for a motion to approve the TRC 405C project application as presented. Scott S. made said motion, seconded by David S., motion passed unanimously.

**iii. BESDT Phase II**

- BoYan Q. noted that CDOT is close to completing the scope for this project. Once completed, BoYan Q. will submit the 405C project application to the STRAC for approval via email.

**iv. Local Agency ATSIP Participation**

- Matt B. noted that the next Traffic Records Forum (TRF) presented by the Association of Transportation Safety Information Professionals (ATSIP) will be held in Denver, CO from August 7 to August 10. More information here: <https://www.atsip.org/traffic-records-forum/>
- Matt B. noted that the cost for STRAC members and local agency partners to attend the TRF can be covered by 405C funds.
- David A. noted that the funds available will be distributed on a first come first serve basis.
- Glenn D. noted that if additional funds are needed to support attendance at the TRF, the Highway Safety Office may be able to contribute.
- Glenn D. noted that the STRAC will have a booth at the TRF.
- David A. asked STRAC members to pass the word along to their respective agencies to encourage attendance and participation at the TRF.

**c. Current Initiatives in Progress**

**i. Strategic Plan**

- Updates will be covered later in this meeting

**ii. E-Citation**

- David A. noted that he testified in front of a Colorado House Committee in support of removing the requirement for physical signatures on citations. The committee passed such change in legislation by a 10-1 vote.

**iii. BESDT Dashboard**

- BoYan Q. noted that refinement and new versions are ongoing to the BESDT Dashboard.
- BoYan Q. noted that a project team is now meeting monthly to discuss new ideas how the dashboard may be expanded or modified.

**iv. Traffic Records Data Map**

- Not covered in this meeting due to time constraints.

**v. MIRE**

- Matt B. noted that the project is ongoing but is now utilizing DTD funding.
- Matt B. noted that the project team is currently focusing efforts on intersection data elements.

**9. [11:04] NHTSA/FHWA Updates**

**a. Summary from Dahir E.:**

- i. The Bipartisan Infrastructure Law (BIL) has introduced changes to safety programs. Many of the changes focus on addressing vulnerable users and implementing a safe system approach.
- ii. Additional funding opportunities will be available through the BIL.
- iii. If a state has a documented vulnerable user problem, then the state must allocate a given amount of safety money to address those concerns. Colorado is one such state.

- iv. Additional information will be presented during a webinar on February 28 (BoYan Q. provided registration information via email)

## 10. [11:30] Strategic Planning Process

- a. Go Team Feedback
  - i. Matt B. noted that the new STRAC Strategic Plan is on track to be adopted by NHTSA in May 2022.
  - ii. Matt B. noted that the Go Team has provided opportunities to learn from other states.
  - iii. Matt B. noted that the strategic planning process is meant to be an inclusive effort and should be the cohesive visions from all STRAC agencies, including local agencies.
- b. Status Update
  - i. Elizabeth S. reviewed the 8-step strategic planning process (currently on step 3 of 8). The process is designed to define the purpose of the STRAC and to connect the purpose with specific goals and performance measures, then follow up with impactful projects.
  - ii. Elizabeth S. noted that the STRAC focuses well on its purpose including recent efforts to develop and release the new DR 3447 crash form.
  - iii. Elizabeth S. noted that the new strategic plan will continue forward from recent efforts.
- c. Mission / Vision Discussion
  - i. Elizabeth S. noted that the current STRAC vision statement is connected with that of the STSP and is not only vehicle focused.
  - ii. Dahir E. noted that the words “data improvement” have always been key. FHWA would like to understand the barriers related to “data improvements”, specifically as they may relate to electronic crash data submission.
  - iii. David A. noted that many local law enforcement agencies don’t have the physical means to submit electronic crash reports. Local agencies could fund the initial purchase of additional equipment through FHWA funding. However, the life cycle cost of the product may ultimately make the purchase cost prohibitive.
  - iv. Matt B. noted that traffic records are much broader than only crash records.
  - v. Elizabeth S. reviewed the current STRAC vision and suggested adding the language of “to eliminate transportation system fatalities and serious injuries” to more closely align with the STSP and offer greater inclusivity.
  - vi. Elayna M. asked how the word “complete” is defined in the vision statement.
  - vii. BoYan Q. noted that “complete” refers to data compliance with the MMUCC (Model Minimum Uniform Crash Criteria), which is a national standard.
  - viii. No STRAC members objected to the modification of the vision statement as presented.
  - ix. Elizabeth S. reviewed the current STRAC mission statement and suggested adding complimentary language of “to eliminate transportation system fatalities and serious injuries” to more closely align with the STSP and offer greater inclusivity.
  - x. No STRAC members objected to the modification of the mission statement as presented.
- d. Stakeholder Gap Analysis Report
  - i. Elizabeth S. noted that the stakeholder gap analysis revealed a strong representation of crash data within the active STRAC membership, but observed weaker support in other areas of the NHTSA 6-pack.
  - ii. Elizabeth S. suggested a targeted list of groups which could address the weaknesses found in the stakeholder gap analysis and help expand the conversations within the STRAC. The list presented was as follows:
    - Crash: Special interest / advocacy groups, policy makers (can aid in streamlining data sharing), employers (may offer advice on how employees commute)
    - Vehicle: Titling units, CMV
    - Driver: Licensing / Revocation Team, driver conviction team
    - Roadway: Emergency management department, municipal / county roadway system managers, incident managers
    - Citation/Adjudication: Law enforcement officers, special interest / advocacy groups
    - EMS/Injury Surveillance: EMS, hospital associations, trauma centers
  - iii. Barbara G. suggested that the STRAC may consider reaching out to Carol Gould, who participates already on the [SEMTAC](#) (State Emergency Medical and Trauma Advisory Council).
  - iv. David A. suggested that traffic records management groups, such as those represented by John L., should also be included as STRAC stakeholders.
  - v. John L. noted that a partnership with the Association of Law Enforcement Records Technicians,

Supervisors, and Managers (ALERTSAM) may be mutually beneficial. ALERTSAM is a network group of Colorado law enforcement records staff who meet several times per year to discuss issues related to law enforcement records and provide training to staff in various records related topic. More information here: <https://alertsamccrn.colorado.gov/>

- vi. John L. noted that the STRAC may consider partnering with staff from the Colorado Crime Analysis group, including Dr. Stewart from the VCAU team.
- vii. Elizabeth S. noted that traffic records managers may also be able to link behavior changes to the data.
- viii. Elizabeth S. suggested that the STRAC should consider engaging specific groups for focused STRAC activities, but not necessarily day to day operations. The STRAC could also offer specific groups the opportunity to present at a STRAC meeting.

11. [12:02] Adjourn

- a. *David A. adjourned the meeting as chairperson.*

STRAC Voting Members & Officers:

Name	Agency	Position	Phone	Email
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