



State Traffic Records Advisory Committee (STRAC)

Bi-Monthly Meeting

Thursday, October 27, 2022

9:00 AM to 12:00 AM

Remote Meeting via Google Hangout

Meeting Minutes

Attendees:

CSP-David Aldridge (Chair), DOR-Crystal Soderman, CDOT-BoYan Quinn, DOR-Scott Spinks (Vice Chair), DRCOG-Erik Braatan, Aurora-Carrington Bennett, CDOT-Paul Clayton, Judicial-Molly Saxton, NHTSA-Brenda Hahn, CICJIS-Christopher Wallner, DRCOG-Jacob Riger, OIT-Salvatore Lannutti, FHWA-Dahir Egal, CDPS-John Lynkiewicz, CDPS-Richard Summers, CDPS-Cindy Stewart, CDOT-Manjari Bhat, Stolfus-Matt Brown (TRC), CDOT- Dave Swenka, CDOT-Glenn Davis, NHTSA-Kara Mueller

Agenda:

Business Meeting:

1. Welcome

- a. *Motion was made by Scott Spinks to open the meeting. Dave Swenka seconded the motion. Motion passes unanimously. David A. called the meeting to order.*

2. Roll Call

- a. A quorum of voting members was reached with the following roll call:
 - i. David Aldridge, absent
 - ii. Scott Spinks, present
 - iii. David Swenka, present
 - iv. Barbara Gabella, absent
 - v. Molly Saxton, present
 - vi. Amy Bhikha, present
 - vii. Webster Hendricks, present

3. Review & Acceptance of past meeting minutes from August 18, 2022

- a. *Motion to accept presented by Scott S., seconded by Dave S., motion passes unanimously.*

4. Status of Action Items

- a. Fatal & Serious Injury Scoreboard - Dave S presented the latest report, see attached. Current projections continue to indicate that the number of serious injuries and fatalities taking place in 2022 can be expected to exceed those from the previous year. Motorcyclist fatalities and impaired driving resulting in fatalities continue to be of concern. It was discussed that CSP has educational materials related to motorcyclist safety and helmet use that are available for agencies wanting to disseminate additional / more information. A motorcycle operator safety advisory board chaired by CSP has been established. State record of motorcycle fatalities is 140 / year and will be exceeded.
- b. Executive Safety Council (STSP/STRAC Integration) - Dave A has been leading this effort, no updates at the present time. AAMVA best practices was brought up as a potential model for the STRAC to release information via white papers, etc.

- c. Officer's Crash Reporting Manual. The kick-off meeting occurred on September 15th with the second meeting scheduled for November 1st. The task force is currently working to develop a survey of users regarding their experience with the manual and crash forms.
5. DUI Data Discrepancies (Crystal Soderman, DOR) - Crystal discussed that there are concerns that there are discrepancies with regard to reporting of suspected DUIs and that crashes involving impaired (either alcohol or drugs) are being under-reported for the following reasons:
- a. It appears that the officer's opinion related to suspicion of impairment is not consistently entered into the DR3447. Officer's opinion of impairment is no longer a Most Apparent Human Contributing Factor (need to enter 'Other' and describe in narrative). May need to consider returning this factor to the form to improve reporting.
 - b. One of the reasons that suspicion of impairment is NOT being reported on the DR 3447 is that officers are waiting for toxicology results to become available.
 - c. Amended crash reports are not being filed after the toxicology results are available.
 - d. DOR's ask of the STRAC is updates to the Officer's Crash Reporting Manual to stress that if there is any suspicion of DUI that the officer indicate so on the form. In addition, if you are waiting on a toxicology report that you need to send an amended report once those results are available.
 - e. The benefits of filing amended reports is that there will be less need for correction downstream (such as at CDOT).
 - f. Understand that amended reports are more difficult to obtain, so the hope is that changes to the officer's manual will help reduce the need for those amended reports in the future.
 - g. If an officer is requesting a toxicology report then the suspicion of impairment is there and should be noted as such on the crash form.
 - h. Some officers may be nervous about the potential legal ramifications
 - i. Question was raised whether records or other administrative persons can file an amended report. Maybe create a process whereby amended reports are filed periodically (like a monthly update). DOR is meeting with Attorney General to discuss this possibility.
 - j. It was also noted that although CSP uses the CBI, other agencies use a variety of different labs, making access to the tox reports challenging as well.

This information was presented to raise awareness of this potential issue and to brainstorm possible reasons why. This topic will also be further discussed with the crash manual task force.

6. Traffic Records Projects

a. FY 22 405C Grants

- i. All of the FY 22 projects were closed out 9/30/22. The Crash Data Consortium was withdrawn and will be a FY 23 project. It was noted that DRCOG has extended an invitation to the Crash Data Consortium meeting occurring on November 10th to the STRAC.

FFY2014-2023 NHTSA 405C Grant Summary

Year	Apportioned (Awarded)	Rollover	Total Budget	Planned (Approved Amounts)	Spent	Planned - Not Spent	Unplanned	Unplanned & Not Spent
FY 2014	\$851,374	\$944,368	\$1,795,742	\$581,182	\$488,732	\$92,450	Withdrawn	\$1,307,010
FY 2015	\$630,175	\$1,307,010	\$1,937,185	\$399,377	\$295,867	\$103,510	\$1,537,808	\$1,641,318
FY 2016	\$631,560	\$1,641,318	\$2,272,878	\$1,098,316	\$1,014,001	\$84,315	\$1,174,562	\$1,258,877
FY 2017	\$639,629	\$1,296,325	\$1,935,954	\$903,189	\$701,597	\$201,592	\$1,032,765	\$1,234,357
FY 2018	\$650,846	\$1,234,357	\$1,885,203	\$899,657	\$673,721	\$225,936	\$985,546	\$1,211,482
FY 2019	\$678,646	\$1,211,482	\$1,890,128	\$977,561	\$839,572	\$137,989	\$912,567	\$1,050,556
FY 2020	\$658,991	\$1,050,556	\$1,709,547	\$816,983	\$382,947	\$434,036	\$892,564	\$1,326,600
FY 2021	\$660,680	\$1,326,600	\$1,987,280.31	\$1,158,462	\$325,314	\$833,148	\$828,818	\$1,661,966.58
FY2022	\$544,994	\$1,661,966.58	\$2,206,960.69	\$516,800	\$293,013	\$223,787	\$1,690,161	\$1,913,947
FY2023	\$853,748.42	\$1,913,947.26	\$2,767,695.68	\$744,600			\$2,023,096	
Voted and accepted by STRAC								
Amount Anticipated								
Taken from SAP (Red from Dave Scheib-GTS)								
Taken from Project Status Sheets								

FY 2022 Traffic Records System Enhancement 405C Grant Projects							
Project #	Project Name	Start Date	End Date	Grant Amount	Match	Amount Spent	Project Status
22-41-03	Traffic Records Coordinator	1/27/22	9/30/22	\$297,200	\$74,300	\$152,949.72	Closed
22-41-04	Technology Transfer	10/1/21	9/30/22	\$15,000		\$7,343	Closed
22-41-05	FARS Program Support	10/1/21	9/30/22	\$12,000		\$605.74	Closed
22-41-06	Castle Pines Geocoding			\$8,000	2000	\$7,200.00	Closed
22-41-07	BESDT Phase II	4/20/22		\$124,200		\$124,200.00	Closed
22-41-08	Crash Data Consortium	TBD	9/30/22	\$60,400	15100		Withdrawn
FY22 Projects				\$516,800	\$91,400	\$292,298	
Expiring fund				\$49,997			

FY 2023 Traffic Records System Enhancement 405C Grant Projects				
Project #	Agency	Project Manager	Project Name	Grant Amount
23-41-03	CDOT	BoYan Quinn	Traffic Records Coordinator	\$297,200
23-41-04	STRAC / CDOT	BoYan Quinn	Technology Transfer	\$15,000
23-41-05	CDOT	David Swenka	FARS Program Support	\$12,000
23-41-07	CDOT	BoYan Quinn	BESDT Phase II	\$239,200
23-41-08	DRCOG	Emily Kleinfelter	Crash Data Consortium	\$181,200
FY23 Projects				\$744,600

Thus far, approximately \$750,000 in FY 23 projects have been identified. As shown above, the annual appropriation for Colorado increased significantly in FY 23 and there is approximately \$850,000

available. There is also a substantial amount of unspent funds currently in Colorado's 405C account. Starting in FY 24 there is opportunity to accomplish additional / more intensive traffic records improvement projects.

It was asked of NHTSA what other states are spending 405c resources on. Kara Mueller (NHTSA recently took over for Mike Close) agreed to follow up on this item. Additionally, the question was asked regarding multi-year 405c projects. Brenda Hahn is looking into that and will report back.

7. 405C Grant Application Process (BoYan Quinn, CDOT) - BoYan walked through the 405c grant project schedule:

Schedule for 405C Projects

We expect the schedule for 2024 projects to be approximately as follows:

- Short form applications in by 12/1/22.
- Preliminary approval in **December** by STRAC.
- Long form applications due 3/1/23.
- Secondary approval in **March** by STRAC (if needed).
- Main approval (from NHTSA) in **July/August**.
- Projects start in **October 2023**, or later.
- Projects end **9/30/24** (not approximate).

STRAC leadership offered to assist with preparing 405c grant applications for FY 24. Please reach out to the TRC (matt@stolfusandassociates.com) to request assistance. Short and long form applications are on the CDOT web site at <https://www.codot.gov/safety/traffic-safety/data-analysis/405c>.

Dahir further clarified that Highway Safety Improvement Program (HSIP) funding can also be used for traffic records improvement. Also, that the Iowa State University recently completed a roadway data improvement program workshop and they are putting together recommendations that would benefit Colorado. If Colorado chooses to take action on those recommendations it will be HSIP eligible.

Manjari discussed the importance of leading data (crash data is lagging). CDOT's Office of Innovative Mobility (Ashley Nyland) has been coordinating with INRIX, GM On-Star and others to obtain access to vehicle telematic data. The thought was to implement a dashboard for locals to access of leading data (i.e., where hotspots are). Manjari is following up with Ashley to discuss further. It is unknown at this time whether 405c funding could be used to further this work.

8. NHTSA MMUCC Committee - Paul Clayton (CDOT) has offered to serve on the national committee.
9. STRAC logo - The STRAC logo was presented, and a motion was made by David S. to adopt. Scott S. seconded the motion. Motion was approved unanimously by the voting members of STRAC. The logo appears on the cover page of these minutes.

10. NHTSA/FHWA Updates

- a. NHTSA has had staffing changes since the last meeting:
 - i. Kara Mueller is a Regional Program Manager for NHTSA Region 8 replacing Mike Close. Kara mentioned that comments are still open on the final rule related to 405(c) program funding through 10/31/22.
 - ii. Brenda Hahn is a NHTSA Region 8 Regional Program Manager.

Planning Meeting:

11. Strategic Plan Implementation - Potential 405(c) Projects

Working to identify FY24 405(c) Projects to begin to utilize funding backlog for the strategic advancement of traffic records.

- a. Traffic Data Accessibility
 - i. Was mentioned that GDAB recently adopted a data sharing agreement template
 - ii. Importance of data visualization for those that aren't necessarily data statistician
 - iii. Understanding PII as it relates to data accessibility. What data can be shared?
 - iv. DRCOG is doing with Vision Zero dashboard
 - v. Can funding be secured for more than one year (BESDT Phase II example). FHWA to look into this question.
- b. Latitude/Longitude Data Collection Improvement
 - i. It was noted that this is a issue that could benefit from improvement.
 - ii. CDOT has a project to create LRS and geolocate past 5 years of off-system crash records. Could be a potential 405c or HSIP project.
 - iii. Question may be who collects this data? EMTs may have better data than do LEAs
 - iv. A possibility mentioned was to evaluate whether smart phones can be used to collect this data.
- c. Statewide Traffic Safety Information Needs Survey
 - i. Goes to points raised with crash data consortium, FHWA etc.
 - ii. What do we know about Colorado's Traffic Safety stakeholder needs and how to adequately respond to those needs? A possible project could be surveying stakeholders to improve traffic data access, followed by training based on survey findings.
- d. Data Reconciliation
 - i. Gap between what is transmitted and what is received
 - ii. Different RMS systems may have different results
 - iii. Being done successfully for FARS and results are encouraging
- e. Vulnerable Road Users
 - i. New legislation making it mandatory for Colorado to look at VRU.
 - ii. CDOT is required by November 2023 to conduct a VRU assessment, there is a template for this already developed.
- f. E-Citation Initiative
 - i. Project manager to assist with a large project over multiple years (likely 3-5 year project). First phase to get executive buy-in from the agencies.
 - ii. Port of entry is able to transmit digital images of citations currently.
 - iii. Not just state court but also local court system. Again, eventually want this rolled further out.
 - iv. Some local agencies do not have the ability to enter lat/lon data into their RMS.

12. Adjourn

- a. *Molly Spinks makes a motion to adjourn, seconded by Webster Hendricks. David A. adjourned the meeting as chairperson.*

STRAC Voting Members & Officers:

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