# STATE TRAFFIC RECORDS ADVISORY COMMITTEE

## 2016 Annual Report

**COLORADO**
Department of Transportation
Transportation Systems
Management & Operations

**COLORADO**
Department of Revenue

**COLORADO**
Department of Public Safety

**COLORADO**
Office of Behavioral Health
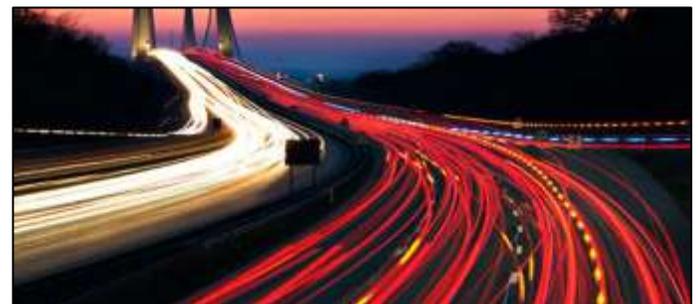Department of Human Services

**COLORADO**
Department of Public
Health & Environment

**COLORADO**
Governor's Office of
Information Technology

**Colorado Judicial Branch**

**Prepared by Cambridge Systematics**

**For the Statewide Traffic Records Advisory Committee (STRAC)**

**April 2017**

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# Executive Summary

This report summarizes the activities of the Colorado Statewide Traffic Records Advisory Committee (STRAC) for Federal Fiscal Years (FFY) 2016 and 2017 through December 2016. Current proposals being considered for FFY 2018 also are noted in this report. The report identifies the responsibilities of the committee, successes and challenges, grant funds distributed, and planned activities.

The STRAC was formed as part of a federally-sponsored effort to improve traffic records. The Committee is charged with overseeing the development, implementation, and management of a strategic plan for the improvement of state traffic records. Through a memorandum of understanding (MOU), six state agencies have agreed to implement the STRAC strategic plan to develop a comprehensive integrated traffic records system that is accurate, complete, timely, and accessible.

In FFY 2015, STRAC provided oversight of the distribution of $295,867 in Federal funds intended to improve traffic records. In FFY 2016, STRAC again provided oversight of an additional $978,626 in funds. For FFY 2017, STRAC has approved projects totaling $898,189 to date.

The result of these expenditures has been:

- Development of the new STRAC Strategic Plan based on the 2015 assessment.

- An increase in agencies reporting crashes electronically to the Department of Revenue.

  - 90 percent of agencies are now completing electronic crash reports.

  - 43 percent of crash reports submitted to DOR are now submitted electronically.

- An increase in the number of agencies completing citations electronically.

- Began work on the revision of the DR 2447 crash form to increase compliance with the Model Minimum Uniform Crash Criteria (MMUCC) and to capture more data, pertinent to current conditions.

# STRAC Purpose

Colorado's Traffic Records system is a virtual system comprised of independent crash data systems. These systems collectively form the information base for the management of the State's highway and traffic safety activities. The different sources of our traffic records system can be found within seven principal state agencies. Membership in the State Traffic Records Advisory Committee (STRAC) consists of voting representation from each of these seven agencies and nonvoting representation from local government representatives, universities, researchers and others. During 2016, the Judicial Branch decided not to sign the MOU, and became inactive in STRAC. However, STRAC will continue to work with the Judicial Branch to improve data. Collectively, these state agencies, in cooperation with local partners, improve the data used to develop and further initiatives to reduce both the number and severity of traffic crashes on the State's roadways.

The highway safety provisions of Federal transportation legislation provide significant additional funding to each state for the improvement of Traffic Records information systems. However, this funding is conditional. To obtain it, each state must have a statewide Traffic Records Coordinating Committee (TRCC) with certain roles and responsibilities, a current Strategic Plan for traffic records, and a current traffic records assessment. STRAC has served in the role of the TRCC since the 1970s.

## Mission Statement

Our mission is to coordinate and facilitate the interagency and intra-agency acquisition and disbursement of accurate, timely, and accessible traffic records to data consumers for use in the traffic safety improvement processes in a user-friendly environment.

## Vision Statement

It is the vision of STRAC to provide a traffic records data system which delivers complete, timely, and accurate data, incorporating data from all available sources, for use by approved data consumers in traffic safety decision-making processes.

## STRAC Responsibilities

- Develop and oversee the long-range planning efforts of the traffic records system.

- Review potential changes to traffic records systems and highway safety data before changes are implemented.

- Follow the direction provided by the 2015 Traffic Records Assessment and implement changes as needed.

- Consider and coordinate the views of organizations in the State that are involved in the administration, collection, and use of traffic records systems and highway safety data.

- Represent the interests of agencies and organizations within the traffic records system to outside organizations.

- Review and evaluate new technologies and keep the traffic records system and highway safety data up to date.

- Investigate the possibilities of linking traffic records systems.

- Provide recommendations to the respective departments, divisions and agencies on the collection, management, and enhancement of statewide traffic records system.

- Provide a forum for discussion and reporting of highway safety data and traffic records issues to agencies and organizations in the State that create, maintain and use traffic records and highway safety data.

- Review national initiatives and best practices of other states.

- Provide education to law enforcement officers in an endeavor to enhance the quality of traffic accident reporting.

## Annual Implementation of the Action Plan

On an annual basis, STRAC evaluates projects for eligibility for National Highway Traffic Safety Administration (NHTSA) 405(c) funding, and encourages projects that serve the key goals and objectives of the STRAC Strategic Plan. STRAC reviews the status and progress towards the key strategic goals and objectives, reports to executive management, and revises the Strategic Plan for Traffic Records, as needed, to meet the changing technologies and demands of the Traffic Records environment.

## Performance Goals and Coordination

The Moving Ahead for Progress in the 21st Century Act (MAP-21) established a performance-based framework, which was reaffirmed in the subsequent Fixing America's Surface Transportation (FAST Act). The safety target setting requirements were finalized via rulemaking issued in March 2016. States are required to establish targets for the number and rate of fatalities and serious injuries and the number of nonmotorized fatalities and serious injuries. States must report performance targets annually to the Federal Highway Administration (FHWA) through the Highway Safety Improvement Program (HSIP) Online Reporting Tool (ORT) and to NHTSA through the Highway Safety Plan (HSP). State Departments of Transportation (DOT) and State Highway Safety Offices (SHSO) must work together to set targets for performance measures common to each agency's respective program (HSIP and HSP).

Due to the increased importance of data and coordination among transportation partners, the STRAC has taken an increased role in measuring performance goals. Similar to most of the nation, Colorado has seen a recent rise in fatalities. Based on the polynomial best fit line, seen in the table below, Colorado anticipates seeing an increase in fatal crash numbers over the next few years. In an effort to reverse this trend and continue the effort of working Towards Zero Deaths in Colorado, the STRAC remains committed to ensuring more accurate and timely data for decision-makers.
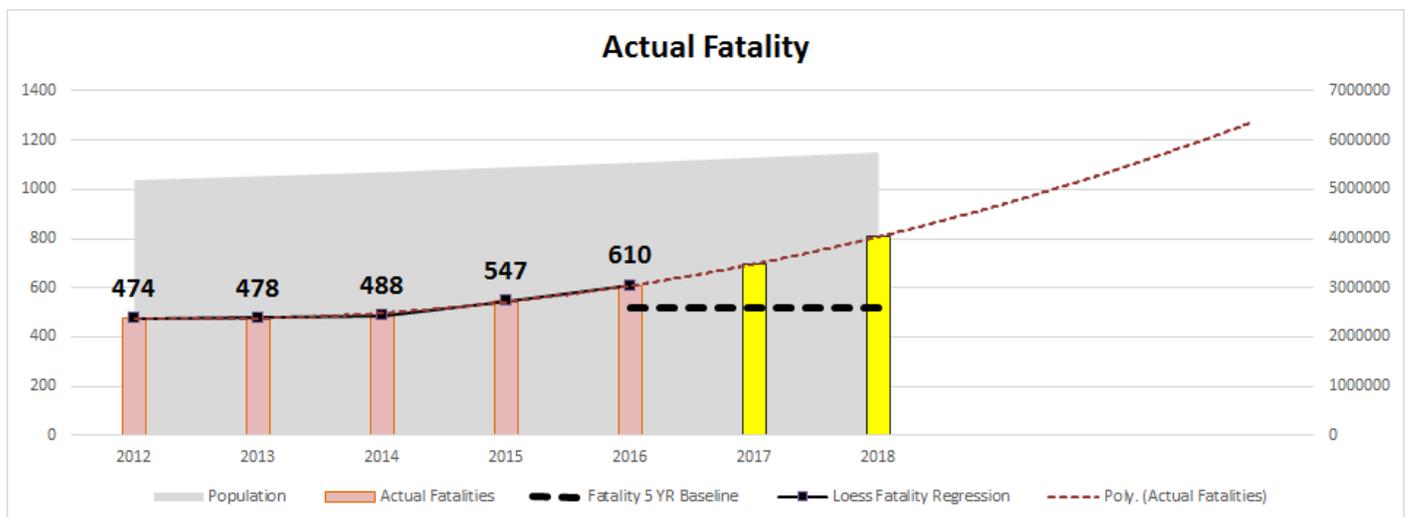
# STRAC 2016 Accomplishments

## Grant Management

The STRAC oversees the solicitation, application, review, approval, and recommendation of NHTSA 405(c) grant projects to improve traffic records.  In past years, a request for project applications was sent to every police department throughout the State, as well as all STRAC members, who then passed on the request to any appropriate associates.  This process resulted in 12 projects worth $581,000 in FFY 2014 and nine projects worth $399,000 in FFY 2015.

Colorado used two crash/timeliness performance measures to show improvement to NHTSA, thus securing funding for another year.  Colorado improved from 22.14 days, average from crash to entry in Department of Revenue's (DOR) systems, to 19.83 days, average.  Colorado also improved the percentage of reports received within 30 days of crash from 85.38 percent to 99.15 percent.  Crash Records Data Collection and Processing

## Crash Records Data Collection and Processing

DOR continued to enter crash records information into the Electronic Accident Report System (EARS) database and the Electronic Document Warehouse (EDW).  NHTSA assesses Colorado's traffic record data quality by measuring how quickly Colorado accident reports are available electronically, and by measuring the accuracy and completeness of the accident reports.  Colorado's goal for processing a report, from receipt of the report to entry into the EARS or EDW systems, was three days.  In the past, the State consistently struggled to meet that goal, often taking five to seven days before a crash report was available electronically.  With increased electronic data collection and increased electronic submission of crash records to DOR, the State is now processing crashes within six days, thereby exceeding the State's goal.

In addition to the need for timely entry into the EARS database, the Colorado Department of Transportation (CDOT) needs accurate and timely crash data to respond to emerging traffic safety concerns.  CDOT continues to use staff and temporary employees to cleanse the crash data and provide more accurate crash location information, which improves the accuracy and completeness of crash data for safety analyses (CDOT database).

To accomplish this, CDOT reviews a minimum of 51 data fields per crash and routinely makes corrections or additions to 98 percent of crash records.  Of these changes, 34 percent are enhancements done for CDOT's benefit, 30 percent are corrections and 36 percent are completion of blank fields.  The most common changes are the crash type description and crash location, both critical elements to conducting data analysis and making program resource distribution decisions.  Since 2010, the delay in accurate, processed crash data has been reduced from over three years to three to six months.

## Task Force on Statewide Crash Data Base

A group of STRAC members and partners met to begin the initial planning process for the development of a statewide crash data base.  In early 2016, a Traffic Records Coordinator (TRC) was hired to move this project forward.  A key part of this initiative is the DRIVES project, which will result in a new DOR crash, vehicle, and driver databases.  STRAC worked closely with DOR in 2016 to ensure that DRIVES account is integrated with other state databases and processes, to the extent possible.

## Higher Education Partnership

CDOT strengthened ties with Metropolitan State University (MSU) by undertaking two cooperative projects.  MSU assisted CDOT on the 2012 Crash Book display project, and a geo-coding project in 2014 and 2015.  There currently are no projects planned for 2016 and 2017.

## E-Citation Program

Electronic citation (E-Citation) projects are progressing throughout the State.  These projects will ensure DOR and the Courts can communicate electronically with the law enforcement agencies utilizing E-Citation systems. While E-Citations are a core element in improving officer safety by decreasing exposure time on our roads, electronic entry also reduces manual data entry, improving accuracy, completeness, and timeliness of this important traffic record.

## E-Crash Program

The top 20 agencies, as determined by the percentage of crash reports submitted in 2015, account for 82.1 percent of all crash reports submitted that year.  Of those, the Colorado State Patrol, and police departments in Aurora, Greenwood Village, Longmont, Colorado Springs, Weld County/Greeley, and Broomfield currently are submitting electronic crash reports to the DOR.  Additional agencies are planning to submit crash reports electronically to DOR in the coming year or two.

Table 1 reflects the status of the E-Crash program as of February 2017.

## Table 1        E-Crash Program Status by Agency

| Agency Name | Crashes Reported in 2015 | Percent of Statewide Crashes Reported in 2015 | Status of E-Crash Program |
|---|---|---|---|
| Colorado State Patrol | 25,239 | 20.9% | Currently sending reports electronically. |
| Denver Police Department | 22,163 | 18.4% | In Testing Phase, scheduled to submit electronically in 2017. |
| Colorado Springs Police Department | 9,450 | 7.8% | Currently sending reports electronically. |
| Aurora Police Department | 8,055 | 6.7% | Currently sending reports electronically. |
| Lakewood Police Department | 3,845 | 3.2% | Scheduled to submit electronically in 2018. |
| Ft. Collins Police Department | 3,607 | 3.0% | Scheduled to submit electronically in 2018. |
| Pueblo Police Department | 2,815 | 2.3% | The department is internally completing electronic crash reports.  STRAC is working toward electronic submission to DOR. |
| Westminster Police Department | 2,784 | 2.3% | Scheduled to submit electronically in 2018. |
| Greeley Police Department | 2,271 | 1.9% | Scheduled to submit electronically in 2018. |
| Thornton Police Department | 2,265 | 1.9% | The department is internally completing electronic crash reports.  STRAC is working toward electronic submission to DOR. |
| Longmont Police Department | 2,118 | 1.8% | Currently sending reports electronically |
| Boulder Police Department | 2,057 | 1.7% | The department is internally completing electronic crash reports.  STRAC is working toward electronic submission to DOR. |
| Arvada Police Department | 1,970 | 1.6% | The department is internally completing electronic crash reports.  STRAC is working toward electronic submission to DOR. |
| Arapahoe Sheriff's Office | 1,687 | 1.4% | The department is testing for sending reports electronically. |
| Grand Junction Police Department | 1,685 | 1.4% | The department is testing for sending reports electronically. |
| Douglas Sheriff's Office | 1,510 | 1.3% | Interested in submitting electronically. |
| Wheat Ridge Police Department | 1,488 | 1.2% | Unclear of plans for submitting electronically |
| Broomfield Police Department | 1,467 | 1.2% | Currently sending reports electronically |
| Commerce City Police Department | 1,367 | 1.1% | Unclear of plans for submitting electronically |
| Greenwood Village | 1,189 | 1.0% | Currently sending reports electronically |

### Traffic Records Forum

STRAC continues to send representatives to the Traffic Records Forum utilizing a variety of funding sources. In 2015, two representatives from DOR and one from CSP attended the Forum, funded by the 405c grant. Two more staff from CDOT and one from CDPHE also attended from STRAC, funded from other sources.  In 2016, one representatives from DOR, one from OIT and two from CSP attended the Forum, funded by the 405c grant.  Two more staff from CDOT also attended from STRAC, funded from another source.

### Traffic Records Assessment

The five-year NHTSA Traffic Assessment was completed in April 2015.  The recommendations from the assessment are being reviewed by the STRAC to inform the development of future traffic records projects.

## STRAC Ongoing and Future Initiatives

Traffic records reflect a multitude of different types of data, including citations, crash reports, traffic volume, roadway inventory data, injury outcome data, and EMS trip reports.  This data is collected by multiple agencies and resides in multiple databases making data retrieval and sharing difficult.  For example, the State of Colorado produces over 100,000 crash reports each year from approximately 230 separate law enforcement agencies.  The data from these reports is officially stored at the Colorado Department of Revenue's Motor Vehicle Division, and then extracted to the Colorado Department of Transportation for data processing, data scrubbing, coding, analysis, and sharing of summary data among the Federal, state, local agencies, and stakeholders responsible for improving safety on Colorado's transportation network.

STRAC guides Colorado agencies on the use of NHTSA grant funding to improve the collection, storing, linking, and sharing of this data through grant-awarded projects.  Below are key future projects as well as a listing of 2016 and 2017 projects and accomplishments.

### DRIVES

The DOR continued to update the State's crash database (including crash, vehicle, and person datasets).  This project requires coordination from STRAC members to ensure it meets the needs of data providers and users, most notably the revision of the current crash form and manual.  Upon completion, the new crash form will capture more robust crash data for analysis in developing countermeasures to reduce crashes in the State.

### Statewide Traffic Records Database

A conceptual proposal is under consideration to identify ways to create a statewide data sharing system.  This system will link all major Traffic Records (TR) stakeholders and combine their data for more universal use. This project, if developed, will involve several projects over several years.

### Electronic Reporting of Crash Data

STRAC is working to add all communities that capture their crash reports electronically also to electronically submit them to the Department of Revenue.  For the FFY 2016 and 2017 grant years, 11 projects were funded to improve the electronic capturing and submission of crash reports.  Currently, it is estimated that over 90 percent of the statewide crashes are collected electronically, but only 43 percent are submitted electronically to DOR.

### Traffic Records Coordinator (TRC)

Currently all STRAC members have other full-time responsibilities that limit the amount of time that can be devoted to traffic records projects.  A Traffic Records Coordinator was hired in late 2015 to assist STRAC with various projects and to represent STRAC in discussions with member agencies and partner; this partnership was continued into FFY 2017.  The TRC continues to review best practices, lead, organize, and facilitate crash

reporting form and crash manual updates in FFY 2017.  Other accomplishments were assisting in the reduction of the backlog of crash reports being submitted to DOR from Denver PD, development of an updated crash report form, and development of a new STRAC Strategic Plan, and the Annual Report.

## New Crash Report

This year STRAC continued working with our partners to develop, present, and implement an updated crash report that is in line with new technology and concerns to improve traffic safety.  In conjunction with the new crash form and with input from law enforcement, the crash manual also is being updated.

# FFY 2016 405C Projects (October 2015 to September 2016)

For FFY 2016, STRAC approved projects totaling $1,098,316. Of this budget, $978,626, was spent. FFY 2016 marked the most 405c and 408 funding spent and the greatest number of projects in any year. Following are details on each project.

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## Greeley Police Department

| | |
|---|---|
| **Project Name:** | Expand E-Ticket System   16-04-41-03 |
| **Grant Amount:** | $89,375 |
| **Actual Amount Spent:** | $89,375 |
| **Performance Measure:** | Improved Citation Completeness |
| | Improved Citation Timeliness |

**Project:** The goal of this project was to install electronic ticketing (E-Ticket) in the remainder of the Greeley Police Department patrol fleet. The Greeley Police Department uses an E-Citation system for its traffic unit and a few patrol vehicles. The project was designed to purchase additional hardware and software licenses to outfit the remainder of their patrol fleet to improve the accuracy of traffic citations, reduce the involvement of the police records section, reduce the number of persons "touching" a citation in process, and increase the efficiency of the entire citation methodology. The system will improve the accuracy, completeness and timeliness of citation data submitted by the officers to the court system. Safeguards prevent incomplete citations from being submitted.

**Conditions:** The project must be designed to match the State Judicial schema so that when Judicial is ready, the ability to send citations to them is in place.

**Progress/Results:** Equipment was purchased to outfit the remainder of the patrol fleet with E-Ticket capability and was installed. All patrol units now have the software and printers for the officers to issue E-Tickets. Less officer time on a contact reduced exposure time for both the officer and citizen. Costs included the purchase of 35 units, additional software licenses, mounting hardware, and battery eliminators. Match money covered training and implementation expenses and five units. All citations will be electronically transmitted to records and the court through the current process.

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## City of Lone Tree Police Department

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|---|---|
| **Project Name:** | E-Ticket System   16-04-41-04 |
| **Grant Amount:** | $101,042 |
| **Actual Amount Spent:** | $101,042 |
| **Performance Measure:** | Improved Citation Completeness |
| | Improved Citation Accuracy |
| | Improved Citation Timeliness |

**Project:** The Lone Tree Police Department received a grant to purchase an Electronic Ticketing System to help improve the accuracy, completeness, and timeliness of citations written by law enforcement officers. Specifically, the project helps increase the percentage of citation records with no missing critical data elements; increase the number of citation reports with no unknowns or blanks in critical citation data elements for which unknown or blank is not an acceptable value, and decrease the time it takes to get a citation to the court after the officer has completed it.

**Conditions:** The project must be designed to match the State Judicial schema so that when Judicial is ready, the ability to send citations to them is in place.

**Progress/Results:** Three train-the-trainer classes were completed by the project manager in September, 2016. Trainers continued to test the software for defects and worked with the vendor for the successful transfer of data. Citation data began transferring into the Records Management System (RMS) as of September 30, 2016. In-service training was held for the remaining officers in October, 2016.

## City of Broomfield Police Department

**Project Name:**           E-Ticket System for Traffic Unit    16-04-41-05
**Grant Amount:**           $30,580
**Actual Amount Spent:**    $0 (Moved to 2017)
**Performance Measure:**    Improved Citation Completeness
                            Improved Citation Accuracy
                            Improved Citation Timeliness

**Project:** The goal of this project was to improve the efficiency, accuracy, accessibility, and integration of traffic records by implementing E-Ticketing in Broomfield Police Department's (BPD) Traffic Unit and include officers in patrol-related functions, eliminating paper ticketing within two years.

A 10-unit system with implementation and training would allow officers to issue citations electronically and download to both police and courts systems, minimizing the need for data entry by records or court clerks.

**Conditions:** The project must be designed to match the State Judicial schema so that when Judicial is ready, the ability to send citations to them is in place.

**Progress/Results:** After extensive research on interfaces and equipment for E-Ticketing, Broomfield decided to decline grant funds from 2016 and move the project to FFY 2017.

## Englewood Police Department

**Project Name:**           Electronic Citation Project    16-04-41-11
**Grant Amount:**           $75,485
**Actual Amount Spent:**    $75,485
**Performance Measure:**    Improved Citation Completeness
                            Improved Citation Accuracy
                            Improved Citation Timeliness

**Project:** The goal of this project was to purchase an electronic ticketing system designed to improve the completeness, accuracy, and uniformity of traffic citations, and the flow of information from the Englewood Police Department to the court system.

**Conditions:** The project must be designed to match the State Judicial schema so that when Judicial is ready, the ability to send citations to them is in place.

**Progress/Results:** To implement this project ten handheld E-Ticketing units were purchased; the Englewood Police Department worked with three vendors to implement the E-Ticketing system to include creating an interface between the E-Ticketing system; the Records Management System (RMS) and the court system; training was provided to train the trainers; administrative users and information technology staff; and training was provided to 34 officers.

The number of electronically issued citations having no missing critical data elements will be compared with the total number of electronic citations for three months after the project is fully operational. This percentage will be compared to the same ratio for manually written citations for a three-month period before the project started. During that same three-month period, the Police Department will average and compare the number of

days required for the transfer of data from the Police Department to the courts using the electronic citation system with the number of days required for the transfer of manual citation information to the courts.

## Erie Police Department

**Project Name:**    Electronic Citation Project    16-04-41-14
**Grant Amount:**    $38,920
**Actual Amount Spent:**    $37,366
**Performance Measure:**    Improved Citation Accuracy
Improved Citation Completeness

**Project:**  The goal of this project was to increase the percentage of citation records with no missing critical data elements and to decrease the percentage of citations with blanks in critical data elements for which unknown or blank is not an acceptable value.

All of the software and hardware for 10 hand-held units was purchased to deploy an electronic ticketing solution.  As of October 2016, the units have not been deployed to the officers because the interface between the software and the municipal court and police records software is still being built.

**Conditions:**  The project must be designed to match the State Judicial schema so that when Judicial is ready, the ability to send citations to them is in place.

**Progress/Results:**  An agreement with the vendor was signed to deliver an electronic ticketing solution, hardware, and software, to the Erie Police Department.  Hardware for the electronic ticketing solution was delivered.  All data base deliverables were sent to the vendor for implementation into the interface between the Police Records Management Software and Municipal Court software.  Deployment of the devices will take place after November 29, 2016.  Data on effectiveness of the devices will be available after usage has been implemented.

## Grand Junction Police Department

**Project Name:**    Implement Integrated Electronic Crash Reporting    16-04-41-06
**Grant Amount:**    $129,175
**Actual Amount Spent:**    $129,175
**Performance Measure:**    Improved Crash Timeliness

**Project:**  The goal of this project was to implement an Integrated Electronic Crash Reporting project to replace its current crash system with an improved integrated solution.  This new system integrates into the Records Management System, allowing for electronic submission into the State's Traffic Records System to improve timeliness.

**Progress/Results:**  This project addressed performance measures in timeliness, Accuracy, Completeness, Uniformity and Integrity.  The goal of this project was to eliminate manual entry of data into the records management system, decrease errors reported to the State and reduce reporting delays related to crash reports.  The field report when integrated into the records management system will be timely and comprehensive thus improving information made available to the public and internal entities.

The Crash Data Software purchased is integrated into the New World Records Management system already in existence.

1.  The software go live was in July 2016 and by the end of August 2016 all of Patrol was utilizing the new software.

2. The average number of days from crash date to the date entered in the Records Management System was cut in half, from eight to four days.

3. The electronic transfer of crash reports increased data accuracy and integrity. There is a validation check built into the system to ensure required fields are valid and complete.

4. Prior to the software integration, minimal information was captured in the Records Management System. The software is now populating over 50 data fields allowing for more statistical data to be accumulated and analyzed.

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## Avon and Vail Police Departments (Eagle County)

**Project Name:**　　　　　　　E-Ticketing and E-Crash　　16-04-41-12
**Grant Amount:**　　　　　　　$77,270
**Actual Amount Spent:**　　　　$77,270
**Performance Measure:**　　　　Improved Citation Timeliness
　　　　　　　　　　　　　　　Improved Citation Uniformity
　　　　　　　　　　　　　　　Improved Citation Completeness

**Project:** The Vail and Avon Police Departments received a grant to implement an Integrated Electronic Crash Reporting and Citation system to produce more accurate and efficient crash and citation data and also improve the timely communication and data transfer to the courts and the State.

**Conditions:** The project must be designed to match the State Judicial schema so that when Judicial is ready, the ability to send citations to them is in place.

**Progress/Results:** The project significantly improved and streamlined the life-cycle of a citation from issuance to appearing on the driver's license history at the Department of Motor Vehicles from 8 to 12 months to 4 to 6 months. As a result of the project, handwritten tickets were eliminated and the error rate has dropped to zero. The degree of citation uniformity has improved by 10 percent due to use of consistent violation codes statewide. As a result of the E-Ticketing implementation a more efficient process was created and traffic data attributes improved by accelerating the ticket issuing process, interfacing with courts, sharing real-time information statewide through interfacing with the Department of Revenue, the Department of Motor Vehicles, and four local and county courts.

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## Greeley Traffic Engineering

**Project Name:**　　　　　　　Improvements of Crash Records in Greeley　　16-04-41-13
**Grant Amount:**　　　　　　　$8,000
**Actual Amount Spent:**　　　　$8,000
**Performance Measure:**　　　　Improved Crash Accuracy

**Project:** The City of Greeley's project was designed to improve accuracy, uniformity, and completeness of the off-system crash records in the city of Greeley. This was done by developing unified street naming convention, correcting crash attributes, and improving locational accuracy for the off-system crash records for 2009 to 2014.

Frequently police officers make errors related to crash type, crash location, direction of travel and other crash attributes. Errors in crash data often obscure crash causality and lead to the construction of inappropriate counter measures. Implementation of this project substantially improved the quality of crash records in the City of Greeley.

**Progress/Results:** This project developed a unified street naming convention, correcting crash attributes and improving locational accuracy for the off-system crash records for 2009 to 2014. More than 12,000 crash data records have been cleansed and entered into the City and the State crash databases. The corrected location data for off system crashes was returned to CDOT to improve Colorado's crash data. The project has been completed, delivered and accepted by the City.

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## Colorado State Patrol

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| **Project Name:** | Improve Accessibility to Crash Files    16-04-41-07 |
| **Grant Amount:** | $157,509 |
| **Actual Amount Spent:** | $0 (Moved to 2017) |
| **Performance Measure:** | Improved Record Accessibility |

**Project:** The goal of this project was to improve the end-users' satisfaction level with access to CSP crash files by centralizing the records to one point of contact, and to improve quality by providing a digitized case file with access to updates.

Crash reports for calendar years 2012 through 2015 were stored at various CSP statewide locations. Electronic records can be obtained more quickly than providing photo copies. CSP has restructured the records management into a Centralized Records Unit (CRU) to provide a central point of contact for traffic record requests.

**Progress/Results:** Due to the complexity involved in developing the project, defining the scope of services, and finalizing costs required to digitize the past records, CSP was unable to complete this project in FY 2016. An extension of this project was approved for FFY 2017. CSP has streamlined the record request processing for the 2016 files, but the 2012 through 2015 reports still need to be scanned. By centralizing record access, the public can obtain records at one location. CSP piloted a survey to measure public customer satisfaction with access to crash reports. This survey will be distributed to customers requesting a copy of the scanned files through CRU during the FFY 2017 grant period.

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## Colorado Department of Transportation

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|---|---|
| **Project Name:** | International Traffic Records Forum (Tech Transfer)    16-04-41-08 |
| **Grant Amount:** | $20,000 |
| **Actual Amount Spent:** | $13,340 |
| **Performance Measure:** | Attendee Reports |

**Project:** To fund the attendance of core STRAC Members (to be determined based on priority) to attend the 41st and 42nd International Traffic Records Conference hosted by National Safety Council and sponsored by NHTSA, FHWA, FMCSA, and BTS (Bureau of Transportation Statistics).

**Progress/Results:** Two forums are included, since the 2015 forum was at the end of October, 2015 and the 2016 forum was August of 2016. This put two forums within FFY 2016. STRAC members have shown more interest in attending the forum:  three members were sent in 2015 and four members in 2016.

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## Colorado Department of Transportation

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| **Project Name:** | Traffic Records Coordinator   16-04-41-10 |
| **Grant Amount:** | $297,845 |
| **Actual Amount Spent:** | $225,561 |
| **Performance Measure:** | Deliverables presented satisfactorily and on time. |

**Project:** This project was created to supply Colorado with a Traffic Records Coordinator (TRC) to organize traffic records systems among all the agencies involved. The TRC worked closely with the STRAC, CDOT, DOR, CSP and other agencies (including Police Departments) involved with traffic records as well as acting as a liaison among the involved agencies, under the guidance of the CDOT Project Manager.

**Progress/Results:** Reviewed best practices, led, organized and facilitated seven crash-reporting form sessions to gain input from stakeholders on the development of a new crash reporting form which will incorporate additional Model Minimum Uniform Crash Data (MMUCC) elements. Worked with the Denver Police Department and DOR to develop a plan to submit electronic crash reports and eliminate the backlog of crash reports not submitted. Updated action plans and provided reports for the SHSP Data Emphasis Area Plans action plan. Began development of a Traffic Records Resource Guide. Developed, facilitated, and presented traffic safety and records presentations for the Colorado Safety Summit. Developed and finalized the new STRAC Strategic Plan and Annual Report. Developed Traffic Records Assessment Status Report.

## Colorado Department of Transportation

**Project Name:** Traffic Records Program Support    16-12-98-03
**Grant Amount:** $120,000
**Actual Amount Spent:** $82,343
**Performance Measure:** N/A

**Project:** This project supports the statewide goals and objectives through review of the 2015 Traffic Records Assessment Report and projects identified in that report. The project also supports 405C Traffic Records Program Management, including but not limited to:  grant and project management, participation in STRAC events and facilitation, operating costs and participation in the Traffic Records Forum.

**Progress/Results:** Activities included establishing resource requirements, departmental roles and responsibilities, assignment of tasks and schedules, and program management of the FFY 2016 grants. Costs included external project audit costs, program-specific staff training, necessary operating expenses, and participation of the key staff (Traffic Records Unit) in the 41st and 42nd International Traffic Records Forum. Topics included Traffic Records, Highway Safety Information Systems and other related training and/or meetings.

## Colorado Department of Transportation

**Project Name:** FARS Program Support    16-04-41-09
**Grant Amount:** $11,294
**Actual Amount Spent:** $11,294
**Performance Measure:** N/A

**Project:** This project supports the ongoing cooperative agreement with NHTSA/NCSA for Colorado to provide an overall measure of highway safety using fatal crash data. This project contributes to collecting, entering and maintaining the fatal crash data base.

**Progress/Results:** This project added $11,294 for supplemental funding to the main funding allocated from NHTSA. The FARS Database for Colorado was finalized for 2014 and kept up to date for 2015 and 2016. All deadlines and data requests were filled on time and met NHTSA requirements.

## Sheridan Police Department

**Project Name:** Electronic Citation Project    16-04-41-15
**Grant Amount:** $58,554

**Actual Amount Spent:**         $57,582
**Performance Measure:**         Improved Citation Timeliness
                                 Improved Citation Uniformity
                                 Improved Citation Completeness

**Project:**  Purchased an electronic ticketing system which will help improve the completeness, timeliness, and uniformity of citations written by our officers which will eliminate the need for manual entry into RMS.  It also will eliminate the need for citations to be hand delivered to the courts.

**Conditions:**  The project must be designed to match the State Judicial schema so that when Judicial is ready, the ability to send citations to them is in place.

**Progress/Results:**  The interface between Logistic Systems and Tyler Technologies has been completed, as has the3 interface between CSDC and Tyler Technologies.  All hardware has been ordered and all operating expenses and Contractual Services have been paid in full.

Sheridan PD currently is in the process of completing the setup and configuration of the E-Citation interface and hardware.  Once setup is complete training and project implementation will begin.

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## City of Grand Junction

**Project Name:**         Review and Correct Crash Data for 2009 to 2014    16-04-41-17
**Grant Amount:**         $6,000
**Actual Amount Spent:**  $6,000
**Performance Measure:**  Improved Crash Accuracy

**Project:**  The goal of this project was to improve the data quality of crash records.  This was done by developing a unified street naming conventions for the City of Grand Junction.  This project also identified and corrected errors related to crash type, crash location, direction of travel, and other critical crash attributes.

**Progress/Results:**  Corrections were made to 3,501 crash records, or 34 percent of the 10,340 crash records reviewed.  Errors in the crash attributes or locations were reduced from approximately 30 percent of all records to a range of 0 to 5 percent of records.  Errors in street naming convention were eliminated.  The corrected location data for off system crashes was returned to CDOT to improve Colorado's crash data.

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## Firestone Police Department

**Project Name:**         E-Ticket and E-Crash Reporting    16-04-41-18
**Grant Amount:**         $63,687
**Actual Amount Spent:**  $62,623
**Performance Measure:**  Improved Crash and Citation Accuracy

**Project:**  The goal of this project was to utilize E-Citation and E-Crash systems to help reduce errors made by Firestone Police Officers involving critical data elements for citations and DR 2447 reports.  Reduce delivery time and costs associated with delivering DR 2447 reports to the State.

**Progress/Results:**  Project results included, improved accuracy and speed of issuing typical citations; a decrease in errors has been achieved from eleven percent to approximately four percent, and increased accuracy and speed of completing and sending DR 2447 reports to the State.

This project impacted performance by:

- Eliminating the opportunity to enter typographical information into citations;

- Electronically populating citations and DR 2447 reports using mag stripe readers;
- Using in-car printers that eliminated errors due to unreadable handwriting; and
- Syncing data from in-car computers to the printers and also integrating the information into the record management system.

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## Elbert County

**Project Name:**             E-Traffic Accident    16-04-41-19
**Grant Amount:**             $2,170
**Actual Amount Spent:**      $2,170
**Performance Measure:**      Improved Crash Accuracy

**Project:**  The Elbert County Sheriff's Office purchased five tablets, mounting hardware, and software for traffic enforcement.  The Sheriff's Office to purchased the accident software.  The Purpose of this project was to improve the information, accuracy, and speed of accident reports from the deputy to courts and Colorado Department of Motor Vehicle.

**Progress/Results:**  Crash reports have significantly reduced errors.  Software has vastly improved clarity and representation of the crash scene.  Reports are submitted in a more timely fashion.  Reports are now ready for electronic submission to the Department of Revenue.  Performance measures tracking will continue with a percentage-based comparison at the end of the three-month review.  When the work associated to the project is totally completed, Elbert County intends to submit crash reports to the State electronically.

# FFY 2017 STRAC Projects (October 2016 – September 2017)

Through February 2017, STRAC approved projects totaling $898,189 for FFY 2017.  Only a small portion of those funds have been spent, as spending typically increases in the third and fourth quarters.  Additional projects are likely to be identified, approved, and completed throughout 2017.

## Northglenn Police Department

| | |
|---|---|
| **Project Name:** | E-Citation System    17-04-41-03 |
| **Grant Amount:** | $13,643 |
| **Actual Amount Spent:** | $TBD |
| **Performance Measure:** | Improved Citation Accuracy |

**Project:**  The Brazos E-Ticket writer system allows officers to complete summonses on a mobile data terminal and print out each summons, on scene, for the violating driver.  The information for each summons is maintained in cloud storage and later downloaded into the municipal court's computer system.  The Northglenn Police Department received funding to expand the use of the Brazos E-Ticket system to 10 additional mobile data terminals.

**Conditions:**  The project must be designed to match the State Judicial schema so that when Judicial is ready, the ability to send citations to them is in place.

**Progress/Results:**  The project is approved by STRAC and NHTSA and is working towards implementation.

## Alamosa Police Department

| | |
|---|---|
| **Project Name:** | E-Citation System    17-04-41-04 |
| **Grant Amount:** | $88,575 |
| **Actual Amount Spent:** | $TBD |
| **Performance Measure:** | Improved Citation Accuracy |
| | Improved Citation Completeness |
| | Improved Citation Uniformity |
| | Improved Citation Timeliness |

**Project:**   The Alamosa PD will be purchasing E-Citation equipment and software to streamline the process of issuing citations, transferring them to court systems, and generating reports.  The system will be integrated with electronic equipment already in use at Alamosa PD.  Moving to E-Citation software will reduce the amount of errors that are commonly seen in their current method.

**Conditions:**  The project must be designed to match the State Judicial schema so that when Judicial is ready, the ability to send citations to them is in place.

**Progress/Results:**  The project is approved by STRAC and NHTSA and is working towards implementation.

## Ft. Lupton Police Department and Municipal Court

| | |
|---|---|
| **Project Name:** | Ticket Writer Software and Hardware    17-04-41-05 |
| **Grant Amount:** | $17,973 |
| **Actual Amount Spent:** | $TBD |
| **Performance Measure:** | Improve Crash Timeliness |
| | Improve Crash Accuracy |

**Project:**  The purpose of the project is to replace 11-year old electronic (DROID) ticket writers with updated and more compatible writers in vehicles.  The Android platform allows the addition of third party applications

that will accommodate future movement of County Courts to E-Tickets.  The scanner is more accurate decreasing data transfer errors.  Ticket writer will allow transfer of driver's license and registration data from state resources.  The court software will electronically record and report convictions, including CDL data and allows for single activity capture of DMV driver's history.

**Progress/Results:**  The project is approved by STRAC and NHTSA and is working towards implementation.

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## Broomfield Police Department

| | |
|---|---|
| **Project Name:** | E-Citation    17-04-41-11 |
| **Grant Amount:** | $30,580 |
| **Actual Amount Spent:** | $TBD |
| **Performance Measure:** | Improved Crash Accuracy |
| | Improved Crash Timeliness |

**Project:**  The goal of this project is to improve the efficiency, accuracy, accessibility, and integration of traffic records by implementing an E-Citation system in the Broomfield Police Department's Traffic Unit.  Once the Traffic Unit perfects use of the software and hardware, the Department will expand the program to include others in patrol-related functions, with the goal of eliminating the need for paper ticketing within two years with the purchase of a 10-unit E-Citation system.

**Conditions:**  The project must be designed to match the State Judicial schema so that when Judicial is ready, the ability to send citations to them is in place.

**Progress/Results:**  The project is approved by STRAC and NHTSA and is working towards implementation.

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## Arapahoe County

| | |
|---|---|
| **Project Name:** | E-Crash System |
| **Grant Amount:** | $53,004 |
| **Actual Amount Spent:** | $TBD |
| **Performance Measure:** | Improved Crash Accuracy |
| | Improved Crash Uniformity |
| | Improved Crash Completeness |

**Project:**  The intent of this project is to improve accuracy, uniformity, and completeness of the off-system crash records in Arapahoe County.  This will be achieved as follows:

- Develop linear referencing system for county roads in Arapahoe County for the functional class of collector and above;
- Geocode Crashes that have No Coordinate Information for 2010 to 2014;
- Code (snap) Crash Data to newly developed Linear Referencing System;
- Develop geoprocessing model for future updates to crash data;
- Document the process for encoding off system crash data to newly developed linear referencing system to be used by Arapahoe County going forward; and
- Work in close cooperation with law enforcement officials reporting crashes in Arapahoe County to ensure that coordinates or locations such as mile postbased crash locations on off-system roads are reported going forward.

**Progress/Results:**  The project is approved by STRAC and NHTSA and is working towards implementation.

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## Douglas County

**Project Name:** Geocoding of Crashes and Creating LRS for County Roads   17-04-41-07
**Grant Amount:** $49,920
**Actual Amount Spent:** $TBD
**Performance Measure:** Improved Crash Accuracy
Improved Crash Uniformity
Improved Crash Completeness

**Project:**  The purpose of this project is to improve accuracy, uniformity and completeness of the off-system crash records in Douglas County.  Project tasks include: developing linear referencing system for county roads in Douglas County for the functional class of collector and above; geocoding crashes without coordinate information for 2010 to 2014; coding (snap) crash data to newly developed Linear Referencing System (LRS), developing a geoprocessing model for future updates to crash data and document the process; and training law enforcement officers on the new system.  Douglas County will provide corrected crash records to the CDOT.

**Progress/Results**:  The project is approved by STRAC and NHTSA and is working towards implementation.

## Colorado Department of Transportation

**Project Name:** Traffic Records Coordinator    17-04-41-08
**Grant Amount:** $297,845
**Actual Amount Spent:** $TBD
**Performance Measure:** Deliverables presented satisfactorily and on time

**Project:**   This project is a continuation of the 2016 contract signed on 1/12/16 to provide Colorado with a Traffic Records Coordinator (TRC) to organize traffic records systems among all the agencies involved. The TRC will work closely with the STRAC, CDOT, DOR, CSP and other agencies (including Police Departments) involved with traffic records.  The TRC will act as a liaison among the involved agencies, under the guidance of the CDOT Project Manager.  Focus under this contract will be the completion of the update to the DR 3447 crash form and updating of the officers crash reporting manual, and completion of the STRAC Annual Report, update to the Strategic Plan.

**Progress/Results:**  The project is approved by STRAC and NHTSA and is working towards implementation.

## Colorado State Patrol

**Project Name:** Improve Access to Crash Files    17-04-41-09
**Grant Amount:** $157,509
**Actual Amount Spent:** $TBD
**Performance Measure:** Improved Accessibility of Crash Reports

**Project:**  The CSP will contract with Integrated Document Solutions to scan and digitize statewide traffic crash records to improve accessibility to case files to end-users and centralize access to case files through the newly established RM Unit.  Each case file will be associated with a bar code.  Quality control measures will be performed after scanning.  Costs will be contractual services to include, preparing documents for scanning, index with barcodes, scan, quality control measures, and destruction of records for case files from 2012 to 2015.

**Progress/Results:**  The project is approved by STRAC and NHTSA and is working towards implementation.

## Jefferson County

**Project Name:** Geocoding of Crashes and County Roads LRS   17-04-41-12
**Grant Amount:** $47,140
**Actual Amount Spent:** $TBD
**Performance Measure:** Improve Crash Accuracy
Improve Crash Uniformity
Improve Crash Completeness

**Project:** This project will improve accuracy, uniformity, and completeness of the off-system crash records in Jefferson County.  This will be achieved as follows:

- Develop a linear referencing system for collector class and above roads in Jefferson Co.;
- Geocode crashes with no coordinate information for 2010 to 2014;
- Code (snap) crash data to newly developed linear referencing system;
- Develop geoprocessing model for future updates to crash data; and
- Document the process for encoding off-system crash data to newly developed linear referencing system (LRS) to be used by Jefferson County going forward.

**Progress/Results:** The project is approved by STRAC and NHTSA and is working towards implementation.

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## Pikes Peak Area Council of Governments (PPACG)

**Project Name:** Pikes Peak Area Improvements of Crash Records (PPACG)  17-04-41-13
**Grant Amount:** $30,000
**Actual Amount Spent:** $TBD
**Performance Measure:** Improve Crash Accuracy
Improve Crash Uniformity
Improve Crash Completeness

**Project:** The intent of this project is to improve accuracy and completeness of the off-system crash records in the PPACG Area (El Paso and Teller Counties).  This will be achieved by developing unified street naming convention, correcting crash attributes and improving locational accuracy for the off-system crash records for 2010 to 2015.

**Progress/Results:** The project was approved by STRAC and NHTSA, but, due to key personnel changes at PPACG, this project has been delayed until FFY 2018.

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## Technology Transfer

**Project Name:** Technology Transfer  17-04-41-14
**Grant Amount:** $ 10,000
**Actual Amount Spent:** $ TBD
**Performance Measure:** Improve Traffic Records Knowledge

**Project:** To fund the attendance of four core STRAC Members (to be determined based on priority) to attend the International Traffic Records Conference hosted by National Safety Council and sponsored by NHTSA, FHWA, FMCSA, and BTS.  This task will enable the attendees to learn many aspects of traffic records.

**Progress/Results:** The project is approved by STRAC and NHTSA and is working towards implementation.

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## Colorado Department of Transportation

**Project Name:** Traffic Records Support 17-12-98-03
**Grant Amount:** $120,000
**Actual Amount Spent:** $TBD
**Performance Measure:** Overall advancement and support for all STRAC performance measures

**Project:** This project supports the statewide goals and objectives through review of the 2015 Traffic Records Assessment Report and project as identified in that report. Project tasks include 405C Traffic Records Program Management, including but not limited to: grant and project management, participation in STRAC events and facilitation, operating costs and participation in the Traffic Records Forum.

**Progress/Results:** The project is approved by STRAC and NHTSA and is working towards implementation.

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## Colorado Department of Transportation

**Project Name:** FARS Program Support 17-04-41-10
**Grant Amount:** $12,000
**Actual Amount Spent:** $TBD
**Performance Measure:** Improve Crash Timeliness
Improve Crash Accuracy
Improve Crash Consistency

**Project:** Supports the ongoing cooperative agreement with NHTSA/NCSA for Colorado to provide an overall measure of highway safety using fatal crash data.

**Progress/Results:** The project is approved by STRAC and NHTSA and is working towards implementation.

# FFY 2018 Projects (October 2017 to September 2018)

In FFY 2018, STRAC has preliminarily approved or is considering the following projects for potential funding.

## Trinidad Police Department

**Project Name:** E-Citations
**Grant Amount Requested:** $58,950
**Actual Amount Spent:** $Proposal still pending
**Performance Measure:** Improved Citation Accuracy
Improved Citation Timeliness

**Project:** The proposal is to purchase six laptops, docking stations, printers, and modems for the Trinidad Police Department to improve its E-Citation accuracy and timeliness.

**Conditions:** The project must be designed to match the State Judicial schema so that when Judicial is ready, the ability to send citations to them is in place.

**Progress/Results:** This project is under consideration by STRAC for approval and inclusion in the FFY 2018 Highway Safety Plan for approval by NHTSA.

## Cañon City Police Department

**Project Name:** E-Citations and E-Crash Submission
**Grant Amount Requested:** $237,000
**Actual Amount Spent:** TBD
**Performance Measure:** Improved Citation Accuracy
Improved Crash Accuracy
Improved Citation Timeliness
Improved Crash Timeliness

**Project:** The proposal is to purchase 30 mobile data computers for the Department's existing fleet of fully marked patrol vehicles. Funding also will be used for mounting, installation, software, and mobile RMS licensing for each unit. The mobile data computer project will allow the department to electronically submit crash reports to the DMV through email as PDF. This project also will allow for electronic submission of citations to the courts in the same way.

**Conditions:** The project must be designed to match the State Judicial schema so that when Judicial is ready, the ability to send citations to them is in place. Also, Crash reports must be E-Transmitted to DOR with GPS, included.

**Progress/Results:** This project was approved by STRAC for funding and inclusion in the FFY 2018 Highway Safety Plan for approval by NHTSA.

## Weld County Sheriff's Office

**Project Name:** E-Citation and E-Crash Improvements
**Grant Amount Requested:** $75,000
**Actual Amount Spent:** TBD
**Performance Measure:** Improved Citation Accuracy
Improved Crash Accuracy
Improved Citation Timeliness
Improved Crash Timeliness

**Project:**  Weld County will purchase and install up to 40 additional electronic ticketing/crash reporting devices, associated printers, and docking equipment for the remaining cars in the patrol fleet.  The $94,000 project will purchase all hardware and software, installation of equipment into the Patrol vehicles, one year of maintenance and complete implementation of the program.

**Conditions:**  The project must be designed to match the State Judicial schema so that when Judicial is ready, the ability to send citations to them is in place.  Also, Crash reports must be E-Transmitted to DOR with GPS, included.

**Progress/Results:**  This project was approved by STRAC for funding and inclusion in the FFY 2018 Highway Safety Plan for approval by NHTSA.

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## Arapahoe County Sheriff's Office

**Project Name:**          E-Crash Submission
**Grant Amount Requested:**  $26,700
**Actual Amount Spent:**     Proposal still pending
**Performance Measure:**     Improved Crash Accuracy
                             Improved Crash Timeliness

**Project**:  The vendor Tyler (Brazos) offers an add-on accident module that will streamline accident reporting to ACSO records and on to the State.  To do this, the PDAs need to be upgraded to newer models, the E-Crash component purchased and installed and the message switch obtained for the system to interface with ACSO's RMS and the State system (when completed).  This will save staff time and staff costs by making the system automated.

**Progress/Results:**  This project is under consideration by STRAC for approval and inclusion in the FFY 2018 Highway Safety Plan for approval by NHTSA.

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## Center Police Department

**Project Name:**          E-Crash and E-Citation Improvements
**Grant Amount Requested:**  $15,000
**Actual Amount Spent:**     Proposal still pending
**Performance Measure:**     Improved Crash Accuracy
                             Improved Crash Timeliness
                             Improved Citation Accuracy
                             Improved Crash Timeliness

**Project:**  The proposal is to purchase Crime Star Software, a Computer Aided Dispatch (CAD) system that tracks information relating to police, fire, EMS, and public works calls and activity.  The purchase of Crime Star Software will eventually lead to officers having computers in their patrol vehicles.  When implemented, a record will be made of timeliness and accuracy on citations and crash reports electronically submitted to the court system and to DOR/DMV.

**Progress/Results:**  This project is under consideration by STRAC for approval and inclusion in the FFY 2018 Highway Safety Plan for approval by NHTSA.

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## Pikes Peak Area Council of Governments

**Project Name:** E-Crash Improvements
**Grant Amount Requested:** $30,000
**Actual Amount Spent:** TBD
**Performance Measure:** Improved Crash Accuracy
Improved Crash Completeness

**Project:** Due to a change in project management this project was postponed from FFY 2017 to 2018. The intent of this project is to improve accuracy and completeness of the off-system crash records in the PPACG Area (El Paso and Teller Counties). This will be achieved by developing unified street naming convention, correcting crash attributes and improving locational accuracy for the off-system crash records for 2010 to 2015.

**Progress/Results:** This project was approved by STRAC for funding and inclusion in the FFY 2018 Highway Safety Plan for approval by NHTSA.

## Colorado Department of Transportation

**Project Name:** Technology Transfer
**Grant Amount Requested:** $10,000
**Actual Amount Spent:** TBD
**Performance Measure:** Improve Traffic Records Knowledge

**Project:** To fund the attendance of four core STRAC Members (to be determined based on priority) to attend the International Traffic Records Conference hosted by National Safety Council and sponsored by NHTSA, FHWA, FMCSA, and BTS (Bureau of Transportation Statistics). This task will enable the attendees to learn and incorporate best practices around the nation.

**Progress/Results:** This project was approved by STRAC for funding and inclusion in the FFY 2018 Highway Safety Plan for approval by NHTSA.

## Colorado Department of Transportation

**Project Name:** Traffic Records Coordinator
**Grant Amount Requested:** $297,845
**Actual Amount Spent:** TBD
**Performance Measure:** Deliverables Presented Satisfactorily and On Time.

**Project:** This project was created to supply Colorado with a Coordinator to organize traffic records systems among all the agencies involved. The TRC would work closely with the STRAC, CDOT, DOR, CSP and other agencies (including Police Departments) involved with traffic records. The TRC will act as a liaison among the involved agencies, under the guidance of the CDOT Project Manager. This project will be an extension of the FFY 2017 contract.

**Progress/Results:** This project was approved by STRAC for funding and inclusion in the FFY 2018 Highway Safety Plan for approval by NHTSA.

## Colorado Department of Transportation

**Project Name:** Traffic Records Support
**Grant Amount Requested:** $120,000
**Actual Amount Spent:** TBD
**Performance Measure:** Overall Advancement and Support for All STRAC Performance Measures

**Project:**  This project supports the statewide goals and objectives through review of the 2015 Traffic Records Assessment Report and project as identified in that report.  Project tasks include 405C Traffic Records Program Management, including but not limited to:  grant and project management, participation in STRAC events and facilitation, operating costs and participation in the Traffic Records Forum.

**Progress/Results:**  This project was approved by STRAC for inclusion in the FFY 2018 Highway Safety Plan for approval by NHTSA.

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Colorado Department of Transportation
**Project Name:**                FARS Program Support
**Grant Amount:**                $12,000
**Actual Amount Spent:**         TBD
**Performance Measure:**         Improve Crash Timeliness
                                 Improve Crash Accuracy
                                 Improve Crash Consistency

**Project:**  This project supports the ongoing cooperative agreement with NHTSA/NCSA for Colorado to provide an overall measure of highway safety using fatal crash data.

**Progress/Results:**  This project was approved by STRAC for inclusion in the FFY 2018 Highway Safety Plan for approval by NHTSA.

# STRAC 2016 Strategic Plan Summary

The following overarching strategic goals were identified for Colorado's statewide traffic records system:

1. **Traffic Records Coordinating Committee Management:** Provide a sustainable, ongoing, dynamic mechanism for strategic decision-making for traffic records improvements, project coordination, and project implementation.

2. **Strategic Planning:** The Traffic Records Strategic Plan is also connected to the Strategic Highway Safety Plan (SHSP) with has a data emphasis area. These strategic plans are living documents which can and should be changed as priorities evolve. Further consideration was made in the development and maintenance of performance measures based on recommendations from the Traffic Records Assessment.

3. **Crash Data:** Identify and implement improvements to crash records based on recommendations from the Traffic Records Assessment. The main priority is for the electronic transmission of crash reports.

4. **Vehicle Data:** Improve integration of vehicle records into the traffic records system.

5. **Driver Data:** Improve integration of driver records into the traffic records system.

6. **Roadway Data:** Improve integration and linkage of roadway data with traffic records.

7. **Citation/Adjudication Data:** Institute electronic citation projects to facilitate the development of statewide citation data and provide linkage to traffic records.

8. **EMS/Injury Surveillance Data:** Pursue integration of EMS/Hospital files with crash and other traffic records files.

9. **Data Use and Integration:** Improve data linkage between traffic records data systems.

Tables 2 through 10 identify specific action items and performance measures for each of these goals.

## Table 2. Strategic Goals for Traffic Records Coordinating Committee Management

*Goal 1: Provide a sustainable, ongoing, dynamic mechanism for strategic decision-making for traffic records improvements, project coordination, and project implementation.*

| No. | Objectives | Action Items | Performance Measure |
|---|---|---|---|
| **1.1** | Identify and develop a written inventory of all traffic records databases within the state. It is important to have a clear understanding of the individual traffic records databases and the relationship they have to one another to be effective in managing the overall State's traffic records system. STRAC currently does not have a Traffic Records Inventory. | • Identify and develop a Traffic Records Inventory to fully understand the data sources, promote integration, and promote uses of traffic records information and the interrelated nature of data elements. | By December 31, 2017, all Colorado traffic records databases will be identified in a Traffic Records Inventory. |
| **1.2** | Conduct one annual meeting with the directors/administrators of the seven represented state agencies. Interaction between the STRAC and the Executive Directors/ Administrators of the seven state agencies currently is limited to direct reports from STRAC members back through their individual organizational structure. | STRAC officers will meet annually with:<br>• The Executive Director of the Colorado Department of Transportation<br>• The Executive Director of the Colorado Department of Public Safety | • Beginning in 2016, the STRAC officers will meet annually with the directors/administrators of the seven represented state agencies. |

| No. | Objectives | Action Items | Performance Measure |
|-----|------------|--------------|---------------------|
|  | This has resulted in limited involvement by those executive-level members in improving the Colorado Traffic Records System. | • The Executive Director of the Colorado Department of Revenue<br>• The Executive Director of the Colorado Department of Public Health and Environment<br>• The Executive Director of the Colorado Department of Human Services<br>• The State Chief information Officer for the Governor's Office of Information Technology |  |
| 1.3 | Identify all potential funding sources to best utilize the money available to the State of Colorado and fund needed projects to improve our traffic records systems. STRAC primarily uses Federal funds administered through the Colorado Department of Transportation to support projects designed to improve our traffic records system. A variety of these funds exist, but STRAC has typically only utilized one source. | • Identify all appropriate sources of potential funding and the mechanisms by which these funds are obtained.<br>• Review grant applications and direct funding requests towards the appropriate funding source. | • By December 31, 2016, STRAC will identify all appropriate sources of potential funding and the mechanisms by which these funds are obtained.<br>• 2018 Grant applications will be reviewed and funding requests will be directed towards the appropriate funding source by July 31, 2017. |
| 1.4 | Identify and hire, through the contract process, a group or individual who will serve as the TRC for the State of Colorado. To achieve success, STRAC must have dedicated personnel that have the skills and time to devote sufficient attention to STRAC assignments in order to accomplish the goals of this Strategic Plan. That currently is not possible. Each member of the STRAC has a full-time job for one of the seven agencies that they are expected to be successful in. STRAC becomes an additional duty whose projects get accomplished as time allows. In order to achieve our goals in an efficient manner, the State must have a dedicated Traffic Records Coordinator (TRC). | • Develop a position description and responsibilities of the TRC. Identify and hire, through the contract process, a group or individual who will serve as the TRC for the State of Colorado. | • By July 31, 2016, a dedicated TRC will be in place and functioning at accomplishing the goals of this Strategic Plan. |

**Table 3.  Strategic Goals for Strategic Planning**

*Goal 2:  Develop and maintain performance measures based on recommendations from the Traffic Records Assessment.*

| No. | Objectives | Action Items | Performance Measure |
|---|---|---|---|
| 2.1 | Annually review the STRAC Strategic Plan and modify and update as necessary to ensure that plan remains a valuable document to guide the STRAC. It is important to have a strategic plan that provides for long-range objectives and is reviewed annually to ensure that it remains current and the goals consistent with the direction of the State.  While the prior strategic plans provided those long-range goals, they were not reviewed and updated on an annual basis. | • Review and modify the STRAC Strategic Plan as necessary to reflect the STRAC goals and objectives for a three-year time period.<br>• Conduct a survey of state and local data users to identify their needs and goals and incorporate them into the strategic plan. | • Annually by April 15th the STRAC Strategic Plan will be reviewed and modified as necessary to reflect the STRAC goals and objectives for a three-year time period. |
| 2.2 | Publish an annual report that reviews the progress on strategic goals, funded projects, and STRAC coordination efforts.  It also is important to have a document that reviews short-term objectives and reports on the successes and failures of the STRAC to accomplish the goals identified within the Strategic Plan.  The STRAC has produced annual reports but these need to be modified to better achieve the ideal as described by NHTSA. | • Publish an annual report that provides at a minimum the following:<br>• A review of the progress on each of the strategic goals;<br>• A review of the funded grant project for the previous year;<br>• A summary of any grants not funded and the STRAC's reasoning for not funding those projects;<br>• A projection of future funding sources as well as both known and potential funding levels;<br>• A time line for the next grant submission-cycle; and<br>• A projection of future trends that STRAC should consider in the year ahead. | • Annually by April 15th the STRAC will publish an annual report that reviews the progress on strategic goals, funded projects, and STRAC coordination efforts. |
| 2.3 | Improve the level of knowledge about traffic records by hosting a traffic records conference. Traffic Records Conference:  The impact and reach of traffic records is not well understood.  Showing the need for accurate data collection, input, and accessibility is vital to achieving the level of cooperation needed throughout the State to accomplish the goals of this strategic plan. | • Host a traffic records conference in the Metro Denver area that provides at a minimum the following:<br>• An overview of the STRAC role in traffic records;<br>• A presentation of the strategic goals;<br>• A presentation on possible funding sources to improve traffic records; and<br>• The progress on the development of a new accident reporting form. | • By October 1, 2016 the STRAC will host a traffic records conference in the Metro Denver area. |

## Table 4. Strategic Goals for Crash Data Systems

*Goal 3: Identify and implement improvements to crash records based on recommendations from the Traffic Records Assessment.*

| No. | Objectives | Action Items | Performance Measure |
|---|---|---|---|
| **3.1** | Achieve timely and accurate reporting of these events through primarily an electronic means utilizing a current crash reporting form. Crash data serves as one of the six cornerstones for Colorado's Traffic Records. It is vitally important to the effectiveness of our ability to identify and respond to traffic issues through the appropriate use of enforcement, education, or engineering to save lives and minimize the economic impact of traffic crashes. The most effective way to improve our crash data is to continue to push for the electronic reporting of crashes by law enforcement with current forms that are consistent with the Model Minimum Uniform Crash Criteria. | • Revise state accident reporting form (DR 3447).<br>• Identify critical elements for crash report forms.<br>• Train law enforcement agencies in the State on the new DR3447 form.<br>• Make the new DR3447 form available for use. | • By July 1, 2017, a proposed draft of the revised state accident reporting form (DR3447) will be available in both paper and electronic form.<br>• By July 1, 2017, the critical elements for crash report forms will be identified.<br>• By December 31, 2017, all law enforcement agencies in the State will have received training on the new DR 3447.<br>• By January 1, 2018, the new DR 3447 will be available for use.<br>• By January 1, 2020, 80 % of all crash reports in Colorado will be submitted electronically to the Department of Revenue.<br>• Using the 2016 Integrated Safety Plan reported number (19.83 days for the period April 1, 2015 to March 31, 2016) as the baseline, reduce the average number of days from the crash date to submittal into EARS (at DOR) by 5 to 10 % per year.<br>• By December 31, 2017, obtain (with the new form) baseline percentage of the electronically submitted crash reports that have no errors in critical data elements (critical fields).<br>• By January 1, 2019, establish a goal for improvement of the percentage of the electronically submitted crash reports that have no errors in critical data elements (critical fields). |

| No. | Objectives | Action Items | Performance Measure |
|---|---|---|---|
| **3.2** | Develop a web-based data system that is accessible to authorized users and meeting all legal requirements. The ability to share data among authorized stakeholders is vital to a successful traffic records system. | • Identify and publish in an annual report applicable legal requirement related to the sharing of traffic records.<br>• Develop a best practice recommendation to verify authorized traffic records users.<br>• Develop a web-based query data system that is accessible for crash record stakeholders to use that meets legal requirements. | • By December 31, 2017, the STRAC will have identified, and published in an annual report, the applicable legal requirements related to the sharing of traffic records.<br>• By December 31, 2018, the STRAC will have developed a best practice recommendation to verify authorized traffic records users.<br>• By December 21, 2019, the State will have a web-based data query system that is accessible for crash record stakeholders and meets legal requirements. |
| **3.3** | Ensure that the Crash data system is integrated with both the Vehicle and Driver systems. To have robust traffic records system, the vast majority of the information must be integrated to ensure consistent and accessible data. | • Develop a uniform data dictionary for the Crash record system.<br>• Document the schema for the Crash record system.<br>• Integrate the Crash data system into the Driver and Vehicle data systems. | • By December 31, 2018, a uniform data dictionary will be developed for the Crash record system.<br>• By December 31, 2018, the Crash record system will have a documented schema.<br>• By December 31, 2019, 100 % of the electronic Crash data system will be integrated with Driver and Vehicle data systems. |

**Table 5.  Strategic Goals for Vehicle Data Systems**

*Goal 4:  Improve integration of vehicle records into the traffic records system.*

| No. | Objectives | Action Items | Performance Measure |
|---|---|---|---|
| 4.1 | Ensure that the Vehicle data system is integrated with both the Crash and Driver systems. To have robust traffic records system, the vast majority of the information must be integrated to ensure consistent and accessible data. | • Develop a uniform data dictionary for the Vehicle record system.<br>• Document the schema for the Vehicle record system.<br>• Integrate the Vehicle data system into the Driver and Crash data systems. | • By December 31, 2018, a uniform data dictionary will be developed for the Vehicle record system.<br>• By December 31, 2018, the Vehicle record system will have a documented schema.<br>• By December 31, 2019, 100 % of the electronic Vehicle data system will have been integrated with Driver and Crash data systems. |
| 4.2 | Establish the data process flow for vehicle data system information.  The current user manual documents the system, but high-level flow charts would help new personnel to understand the systems. | • Develop high-level flow charts depicting the data process flow for vehicle data system information.<br>• Update current user manual documents to reflect the data process flow. | • By December 31, 2020, 75 % of relevant DOR staff has been trained on the data process flow. |
| 4.3 | Improve the data quality and assurance of vehicle data system. | • Assess the possibility of barcoded vehicle registrations in the DRIVE system.<br>• Assess the possibility to automate queries of NMVTIS to reduce clerk lookup time and possible errors.<br>• Formalize trend analysis process to identify unexplained differences in data across years and jurisdictions.<br>• Perform trend analysis on a regular basis.<br>• Provide data quality management reports to the STRAC for review.<br>• Develop performance measures for timeliness, accuracy, and completeness of the vehicle data system.<br>• Establish numeric goals for performance measures. | • By December 31, 2017, present the results of the registration barcode assessment to the STRAC, along with the recommended plan of action.<br>• By December 31, 2017, present the results of the NMVITS automation assessment to the STRAC, along with the recommended plan of action.<br>• *By August 1, 2018, obtain baseline* percentage *of records in the vehicle data system with no errors in critical data elements.*<br>• *By August 1, 2018, obtain baseline percentage of records in the vehicle data system with no missing critical data elements.* |

**Table 6.  Strategic Goals for Driver Data Systems**

*Goal 5:  Improve integration of driver records into the traffic records system.*

| No. | Objectives | Action Items | Performance Measure |
|---|---|---|---|
| **5.1** | Ensure that the Driver data system is integrated with both the Crash and Vehicle systems. To have robust traffic records system, the vast majority of the information must be integrated to ensure consistent and accessible data. | • Develop a uniform data dictionary for the Driver record system.<br>• Document the schema for the Driver record system.<br>• Integrate the Driver data system into the Vehicle and Crash data systems. | • By December 31, 2018, a uniform data dictionary will be developed for the Driver record system.<br>• By December 31, 2018, the Driver record system will have a documented schema.<br>• By December 31, 2019, 100 % of the electronic Driver data system will have been integrated with Vehicle and Crash data systems. |
| **5.2** | Establish data process flow for driver data system information. | • Develop high-level flow charts depicting the data process flow for driver data system information.<br>• Update current user manual documents to reflect the data process flow. | • By December 31, 2020, 75 % of relevant DOR staff has been trained on the data process flow. |
| **5.3** | Improve the data quality and assurance of driver data system. | • Develop a formal data quality management system.<br>• Provide data quality management reports to the STRAC for review.<br>• Develop performance measures for timeliness, accuracy, and completeness of the driver data system.<br>• Establish numeric goals for performance measures. | • *By August 1, 2018, obtain baseline* percentage *of driver record updates entered into the database within seven days after the date of a driver's adverse action.*<br>• *By August 1, 2018, obtain baseline* percentage *of records in the driver data system with no errors in critical data elements.* By December 31, 2020, 75 % of the driver data system will have no missing critical data elements. |

**Table 7.  Strategic Goals for Roadway Data Systems**

*Goal 6:  Improve integration and linkage of roadway data with traffic records.*

| No. | Objectives | Action Items | Performance Measure |
|---|---|---|---|
| **6.1** | Improve the data quality and assurance of roadway data system. | • Implement the new Geographic Roadway Database Management System and use it for roadway and nonroadway data and LRS management.<br>• Develop automated business rule validations and data review procedures.<br>• Develop performance measures for timeliness, accuracy, and completeness of the roadway data system.<br>• Establish numeric goals for performance measures. | • By 2016, the new Geographic Roadway Database Management System will be fully implemented and used for 100 % of roadway and nonroadway data and LRS management.<br>• By 2016, automated business rule validations and data review procedures will be implemented as part of the new Geographic Roadway Database Management System.<br>• By December 31, 2017, 100 % of on-system crashes will be locatable using GPS latitude/longitude coordinates.<br>• By January 1, 2010, 100 % of state highway roadway segments will have mile points tied to GPS. |
| **6.2** | Per FHWA requirement develop a plan to collect or obtain Fundamental Data Elements (FDEs) currently not collected for the Model Inventory of Roadway Elements (MIRE) on all public roads. | • Develop and execute a plan to draft a plan to collect the remaining FDEs. | • By 2020, present to the STRAC a document outlining the plan for collecting the remaining FDEs in time to meet the FHWA requirement. |
| **6.3** | Establish data process flow for obtaining CDOT Project information and notification of project completion. | • Establish a formal process/ work flow to provide information regarding roadway and asset changes as a result of completed CDOT projects to the roadway data managers for correction/updating of roadway and nonroadway data.  (There currently is not a well-defined process for sharing this information to ensure that roadway and nonroadway data are the most current and accurate.) | • By December 31, 2018 attempt to establish a formal process/ work flow to provide information regarding roadway and asset changes as a result of completed CDOT projects to the roadway data managers for correction/updating of roadway and nonroadway data. |
| **6.4** | Improve data documentation and electronic consolidation of business processes, work flows and data dictionaries involved with collecting, editing, publishing and reporting of roadway data. | • Document all business processes and workflows (collecting, editing, publishing, and reporting of data).<br>• Develop and publish a comprehensive data dictionary.<br>• Develop and publish guidelines for update scheduling.<br>• Consolidate all business processes, workflows, data dictionary, and guidelines in a central digital location. | • By December 31, 2017 all business processes and workflows (collecting, editing, publishing and reporting of data) will be documented and consolidated in a central digital location.<br>• By June 30, 2017 a comprehensive data dictionary will be developed and published, including guidelines for update scheduling and consolidated in a central digital location. |

**Table 8.  Strategic Goals for Citation/Adjudication Data Systems**

*Goal 7:  Institute electronic citation projects to facilitate the development of statewide citation data and provide linkage to traffic records.*

| No. | Improvement Area | Action Items | Performance Measure |
|---|---|---|---|
| **7.1** | Improve the data quality and assurance of citation/adjudication data. | • Reduce the number of cases where the courts dismiss charges due to the citation from CDOR to Courts not arriving before the court appearance date. | • By February 1, 2017, identify the baseline percentage of unpaid citations sent from CDOR to Courts less than three days before the court appearance date.<br>• By January 31, 2018, achieve a reduction in the percentage. |
| **7.2** | Ensure components of electronic citation data adhere to National guidelines. | • Document compatible guidelines for National Crime Information Center, Uniform Crime Reporting, and National Incident Based Reporting System.<br>• Implement the process to establish compatible guidelines. | • By December 31, 2018, compatible guidelines for National Crime Information Center, Uniform Crime Reporting, and National Incident Based Reporting System have been documented.<br>• By December 31, 2019, the process to establish compatible guidelines has been implemented.<br>• By December 31, 2020, the electronic citation data meets compatible guidelines for the National Crime Information Center, Uniform Crime Reporting, and National Incident Based Reporting System. |
| **7.3** | Enhance the State judicial data dictionary for citation/adjudication data systems. | • Develop a comprehensive Charge Code table with Common Codes, with agreement between CDOR, CDAC, and the State Court. | • By February 28, 2018, have an agreed Charge Code table in place, along with an appropriate Data Dictionary. |
| **7.4** | Pursue data linkage of citation/ adjudication data with other data systems. | • Develop a plan identifying the desired linkages. | • By December 31, 2017, document a proposed plan to achieve the desired linkage. |
| **7.5** | Develop performance measures for the citation/adjudication data systems. | • Develop performance measures for the citation/ adjudication data systems.<br>• Establish numeric goals for performance measures. | • By June 1, 2017, identify performance measures in two of the six quality areas (timeliness, accuracy, uniformity, completeness, integration, accessibility) relative to citation/adjudication data systems.<br>• By December 31, 2017, establish numerical goals for those performance measures. |

## Table 9.  Strategic Goals for EMS and Injury Surveillance Data Systems

*Goal 8:  Pursue integration of EMS/Hospital files with crash and other traffic records files.*

| No. | Improvement Area | Action Items | Performance Measure |
|-----|------------------|--------------|---------------------|
| **8.1** | Improve the integration of EMS and injury surveillance data systems with other data systems | • Identify mutually beneficial projects, based on the opportunities listed in the Traffic Records Assessment and in the 2007 Colorado study on data integration (Linking Traffic Accident Information to Public Health Data).  Of interest to STRAC is the economic cost of motor vehicle-related injuries and clinical severity measures such as Glascow Coma Score, Abbreviated Injury Score for body regions, and Injury Severity Scale.<br><br>• Test the feasibility of linking Colorado traffic accident report data and injury surveillance data systems data at the state level. | • By December 31, 2017, CDPHE and STRAC have identified mutually beneficial projects for data integration.<br><br>• By December 31, 2018, CDPHE has completed a pilot linking of the necessary databases at CDPHE, and assessed the feasibility and need to routinely link these databases.<br><br>• By December 31, 2019, CDPHE has an established system in place to routinely integrate (link) key components of the injury surveillance system and share updated results with STRAC and other stakeholders.<br><br>• By December 31, 2018, PSD and HFEMSD will collaborate on a pilot study of linkage achieved using multiple steps using deterministic (exact) matches of various number of elements (name, gender, date of incident +/- 1 day) followed by probabilistic (close match) linking and report on the percentage of records linked under different criteria. |
| **8.2** | Improve the data quality and assurance of EMS and injury surveillance data. | • Compile and share relevant data quality and assurance documentation needed for the next NHTSA traffic records assessment.<br><br>• Develop, compile, and share data quality management reports as applicable for the EMS, trauma, and vital records data systems that CDPHE manages.<br><br>• Develop and document performance measures related to timeliness, accuracy, completeness, uniformity, integration, and accessibility as applicable for the EMS, trauma, and vital records data systems that CDPHE manages. | • By December 31, 2019, CDPHE has compiled and shared with STRAC relevant documentation needed for the next NHTSA traffic records assessment.<br><br>• By December 31, 2019, CDPHE has developed, compiled, and shared with STRAC data quality management reports as applicable for the EMS, trauma, and vital records data systems that CDPHE manages.<br><br>• By December 31, 2019, CDPHE has documented or developed performance measures related to timeliness, accuracy, completeness, uniformity, integration, and accessibility as applicable for the EMS, trauma, and vital |

| No. | Improvement Area | Action Items | Performance Measure |
|-----|------------------|--------------|---------------------|
| | | | records data systems that CDPHE manages. |
| | | | • By December 31, 2019, 70 % of EMS patient care reports will be entered into the State EMS discharge file within 90 days after the EMS run. |
| | | | • By December 31, 2019, 70 % of EMS patient care reports will be submitted with no errors in critical data elements. |
| | | | • By December 31, 2019, 70 % of EMS patient care reports will be submitted with no missing critical data elements. |
| **8.3** | Improve the uniformity of EMS and injury surveillance data. | • Migrate the Colorado EMS data system to the national standard of NEMSIS Version 3.<br>• Determine data elements to include in this migration.<br>• Identify additional personal identifiers in Version 3 to make it easier to link data systems, especially the trauma system. | • By December 31, 2019, 100 % of records on the State EMS data file will be National Emergency Medical Service Information System (NEMSIS)-compliant. |
| **8.4** | Improve the accessibility of EMS and injury surveillance data. | • Compile and distribute an annual report on the percentage of injury records that have external cause of injury to maintain or increase cause reporting using ICD-10-CM. | • By December 31, 2017, the Colorado Hospital Association routinely shares with member hospitals and with the Colorado Health Information Management Association the percentage of injury records that have external cause of injury to maintain or increase because reporting using ICD-10-CM. Note: CDPHE can provide annual results to stakeholders, such as STRAC. |

**Table 10.  Strategic Goals for Data Use and Integration**

*Goal 9:  Improve data linkage between traffic records data systems.*

| No. | Improvement Area | Action Items | Performance Measure |
|---|---|---|---|
| **9.1** | Improve data linkage between traffic records data systems. | • Develop and execute a plan to understand data users and their data integration needs.<br>• Identify and document the key data fields, data definitions, and data standards that would enable data to be linked between the six Traffic Records data systems (crash, driver, motor vehicle, citation/ adjudication, roadway, and injury surveillance).  Link the vehicle, driver, and crash data systems to create one data interface. | • By December 31, 2016, present to the STRAC a document covering the various stakeholder/user needs for data integration between the six Traffic Records data systems (crash, driver, motor vehicle, citation/adjudication, roadway, and/or injury surveillance).<br>• By June 30, 2019, the vehicle, driver, citation, and crash data systems have been linked to create one data interface. |
| **9.2** | Improve access to resources for use and analysis of traffic record data systems. | • Develop and execute a plan to understand data users and their accessibility needs. | • By December 31, 2018, 80 % of authorized traffic records data stakeholders have access to the crash data linked to vehicle, driver, and/or citation data. *(Accessibility)* |
| **9.3** | Improve intra-agency interface and interagency data integration. | • Develop and execute a plan to understand intra-agency interface and interagency data integration needs across all six Traffic Records data systems (crash, driver, motor vehicle, citation/adjudication, roadway, and/or injury surveillance).<br>• Develop a plan for providing law enforcement officers with interfaces (for example, web service calls) that would assist in autopopulation of the relevant fields of various forms (crash report, citation, impairment, etc.) based on the input information.  (For example, the information for the driver fields could be obtained using the driver's license number, or the information for the vehicle-related fields could be obtained using the license plate number.) | • By December 31, 2017, present to STRAC a document covering the various stakeholder/user needs for access to the integrated data sets identified in Objective 9.1.<br>• By June 1, 2018, present to the STRAC a proposed plan for providing services to assist in the autopopulation of fields across various forms for use by the law enforcement agencies. |

## Membership in the STRAC Committee

*Voting Agencies and the Assigned Members:*
- Department of Public Safety      2016 – Major/Colonel Barry Bratt
  - 2017 – Major David Santos
- Department of Revenue      2016 and 2017 – Ms. Crystal Soderman
- Department of Transportation      2016 and 2017 – Ms. Alisa Babler
- Department of Public Health and Environment      2016 – Ms. Nicole Richmond
  - 2017 – Ms. Christine Demont
- Department of Human Services      2016 and 2017 – Mr. Webster Hendricks
- State Judicial Branch      2016 – Ms. Tracy Walter
  - 2017 – Withdrew from STRAC
- Office of Information Technology      2016 and 2017 – Ms. Stephanie Leigh

*Federal Agencies:*
- National Highway Traffic Safety Administration (NHTSA)
- Federal Motor Carriers Safety Administration (FMCSA)
- Federal Highway Administration (FHWA)

*State Associations:*
- Colorado Chiefs of Police Association
- Colorado Sheriff's Association
- Mothers Against Drunk Drivers Association
- Colorado District Attorney's Association
- Colorado Motor Carrier's Association
- Bicycle Colorado
- Colorado Local Technical Assistance Program

*Local Agencies:*
- Denver Regional Council of Governments
- City and County Officials
- City and County Law Enforcement
- Coroner's Office
- Higher Education

*Other Participants:*
- Any other person, association, or governmental agency with a demonstrated interest in traffic records and accepted as a participant by a majority of the Voting Members.

*STRAC Officers:*
- Chairperson      2016 – Major/Colonel Barry Bratt
  - 2017 – Ms. Alisa Babler – CDOT
- Vice Chairperson      2016 – Ms. Alisa Babler – CDOT
  - 2017 – Ms. Crystal Soderman – CDOR
- Secretary      2016 and 2017 – Mr. David Bourget – CDOT
- Sergeant at Arms      2016 and 2017 – Mr. Glenn Davis – CDOT

Team Leads:
- Injury Surveillance      CDPHE
- Citation/Adjudication      State Judicial/CSP
- Crash Records and Roadway Files      CDOT
- Crash, Driver Licensing and Vehicle Records      CDOR
- STRAC Committee      STRAC Officers