Colorado Highway Safety Office

FY25 Annual Grant Application

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Traffic Safety Update

Despite a six percent decrease in traffic related fatalities from 764 in 2022 to 720 in 2023 (preliminary State data), the 3HSP 2024 target for total traffic related fatalities was 660. While eight performance measures are trending to meet the Triennial Highway Safety Plan (3HSP) performance targets, eleven are not (see *Table 1: Assessment of Results in Achieving Performance Targets for FY2024*).

Notably, the performance measures that are trending to meet target include unrestrained passengers, speed related traffic fatalities and overall motorcycle fatalities. Performance measures not expected to meet target include total traffic related fatalities, serious injury crashes, impaired driving related fatalities, young driver fatalities, pedestrian fatalities, and bicycle fatalities.

The HSO continues to utilize all available State and Federal funding resources to address traffic safety challenges. The HSO will use Problem Identification and geo-spatial crash data to refine law enforcement participation and deployment in high visibility enforcement efforts. These high visibility enforcement efforts can improve awareness and compliance with traffic laws. The Statewide Occupant Protection Task Force continues to mobilize and increase engagement of partners and stakeholders to promote changes to improve the occupant protection environment. The legislatively mandated Colorado Task Force on Drunk and Impaired Driving (CTFDID) also meets with partners and stakeholders to develop recommendations to address impaired driving challenges.

The HSO is participating in intra- and inter-agency coordination through the CDOT Strategic Transportation Safety Plan Advancing Transportation Safety (ATS) Program. The ATS Program is a statewide collaborative effort led by a team of state and local agencies, advocacy groups, academic institutions and private entities advocates for transportation safety with a unified voice and aims to develop a coordinated approach to address key transportation safety issues in Colorado.

In addition, the HSO has committed to partnering with underserved communities, including rural areas, which are overrepresented in traffic crash data. The HSO Community Based Outreach Program advances these efforts by collaborating with multiple community-based partners and groups to identify culturally relevant prevention strategies. This includes providing training, technical assistance and funding to community level projects that require community engagement and inclusion for success. The HSO also continues to host an annual Statewide Traffic Safety Summit that engages partners, stakeholders, both traditional and non-traditional, to advance dialogue, identify underserved areas and lay the groundwork for more inclusive engagement on traffic safety issues Statewide.

Colorado has made significant traffic safety statutory advancements in the 2024 legislative session, including:

- Hands-Free Law
- Updated Child Passenger Safety Laws to better align with best practices.

The Hands-Free law now prohibits manual data entry and transmission on a cell phone (i.e., to send a text message or browse the internet) while behind the wheel.

Table 1: Assessment of Results in Achieving Performance Target for FY2024

Performance Measure (Data Source)	**Target Value FY 2024 HSP***	**Progress Results****	**On Track to Meet FY24 Target**
C-1) Total Traffic Fatalities (FARS) ***	660	720	No
C-2) Serious Injuries in Traffic Crashes (State) ***	Reduce to 3,356	3,948	No
C-3) Fatalities/VMT (State) ***	1.24	1.31	No
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)	Maintain at 226	212	Yes
C-5) Alcohol-Impaired Driving fatalities (FARS)	Maintain at 216	260 (2022)	No
C-6) Speeding-Related Fatalities (FARS)	Maintain at 258	258	Yes
C-7) Motorcyclist Fatalities (FARS)	Maintain at 148	135	Yes
C-8) Unhelmeted Motorcyclist Fatalities (FARS)	Reduce to 71	72	Yes
C-9) Drivers Aged 20 or Younger Involved in Fatal Crashes (FARS)	Reduce to 100	112	No
C-10) Pedestrian Fatalities (FARS)	Maintain at 94	136	No
C-11) Bicyclist Fatalities (FARS)	Maintain at 15	20	No
C-12) Fatalities Involving a Distracted Driver (FARS)	Reduce to 68	59	Yes
C-13) Drivers 65 or Older Involved in Fatal Crashes, At Fault (FARS)	Reduce to 100	97	Yes
C-14) Fatalities Involving a Driver or Motorcycle Operator Testing Positive for ≥ 5ng of Delta 9 THC (FARS)	Reduce to 90	101	No
C-15) Increase percent of records, transferred from Colorado State Patrol to Colorado Department of Revenue, without errors in five critical data elements (State)	15 percent	20 percent	No
C-16) Fatalities involving a worker in Work Zones (State)	Maintain at 10	16	No
C-17) Increase the percentage crash records submitted to the Department of Revenue with complete and correct data elements related to location ****	N/A		

Performance Measure (Data Source)	Target Value FY 2024 HSP*	Progress Results**	On Track to Meet FY24 Target
C-18) Increase the number of agencies electronically transmitting Citation and Crash data to Colorado Department of Revenue ****	N/A		
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	89 percent	88.6 percent	Yes

*As reported in the FY24-26 3HSP
**Preliminary 2023 State Data unless otherwise noted
*** Utilizing waiver for requirement that common performance measure targets be identical to State Highway Safety Improvement Program targets
****Added performance measures starting in FY25

State's Plan to Adjust Actions to Meet 3HSP Performance Targets

The HSO will adjust planned activities and continue engagement planning based on the results shown in *Table 1: Assessment of Results in Achieving Performance Targets for FY2024*. This will include using strategies and recommendations for ongoing engagement planning and countermeasure strategies described in the Y24 3HSP.

Performance Measure: C-1 Total Traffic Fatalities

STATUS: 2024 performance measure not met.

ACTIONS: Continual analysis and refinement of HVE deployments and education/outreach efforts. This will include geo-spatial and socio-demographic data analysis to identify areas of the State over-represented in crashes.

ADJUSTMENTS: The HSO is committed to reducing the number of traffic-related fatalities, serious injuries, and fatalities by vehicle miles traveled on Colorado's roads through continual analysis and refinement of funded projects and seeking new projects for HSO funding. This includes adjustments to planned activities, development of new activities, continued outreach to understand the unique challenges of underserved communities, and ongoing efforts to partner with law enforcement agencies as outlined in the 3HSP.

Outreach to Underserved Communities:

The HSO has initiated conversations with Colorado State Patrol (CSP) to understand challenges related to traffic law enforcement on and near the Ute Mountain Ute Reservation. The HSO will continue to collaborate with partners in this underserved area to identify culturally sensitive traffic safety funding and programming to address community needs.

Seek New Partners:

In 2024, the HSO awarded five new police traffic services grants to agencies in areas that have high incidents of speed, distracted driving, and unrestrained crashes. Additionally, the HSO awarded three new community traffic safety grants in underserved areas of the State that aim to provide education and awareness on traffic safety challenges related to young drivers, occupant protection, and impaired driving.

How these recent programs contribute to meeting 3HSP performance targets will emerge over the next two years.

HSO staff hosted and attended the Lifesaver Conference on Roadway Safety in April 2024 with a goal to connect with attendees from underserved communities, to identify new partners, and to provide information to expand funding opportunities and programs available to these communities.

These actions apply to Performance Measure C-2 and C-3, which are inter-related to this performance measure.

Performance Measure: C-2 Number of Serious Injuries in Traffic Crashes

STATUS: 2024 performance measure not met.

See C-1. Actions for C-2 are the same as C-1 and C-3.

Performance Measure: C-3 Fatalities/VMT

STATUS: 2022 performance measure not met.

See C-1. Actions for C-3 are the same as C-1 and C-2.

Performance Measure: C-4 Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions

STATUS: 2024 performance measure met.

ACTIONS: Continue Planned Activities.

ADJUSTMENTS: None. In 2024, the HSO awarded five new police traffic services grants to agencies in areas that have high incidents of speed, distracted driving, and unrestrained crashes. Additionally, the HSO awarded three new community traffic safety grants in underserved areas of the State that aim to provide education and awareness on traffic safety challenges related to young drivers, occupant protection, and impaired driving.

How these recent programs contribute to meeting 3HSP performance targets will emerge over the next two years.

The HSO will continue planned activities, outreach to understand the unique challenges of underserved communities, and involvement with the Occupant Protection Task Force to educate lawmakers and to seek new partners.

Outreach to Underserved Communities:

The HSO attended the Four Corners Injury Prevention annual conference to connect with other state Highway Safety Offices and tribal organizations and provide education and access to child restraint systems to residents of the Navajo Nation.

Seek New Partners:

Involvement from the Occupant Protection Task Force will be utilized to engage and inform policymakers about the traffic safety challenges associated with a secondary seat belt law and underutilization of appropriate child passenger safety restraint devices.

Performance Measure: C-5 Fatalities in Crashes Involving a Driver or Motorcycle Operator with a BAC of .08 and Above

STATUS: 2024 performance measure not met.

ACTIONS: Data Analysis, outreach to Law Enforcement Agencies, new projects.

ADJUSTMENTS: The HSO will use geo-spatial and socio-demographic data analysis to identify hot spot areas around the State related to impaired driving crashes and utilize the LELs to recruit additional law enforcement agencies to participate in high visibility enforcement campaigns. The HSO is also working with the Colorado State Patrol to fund a DUI Enforcement Team that will work monthly high visibility enforcement, in partnership with local LE agencies, in rural areas of the State over-represented in impaired driving crashes.

In addition, the HSO is also applying for S1906 funding to collect and analyze traffic stop data. This analysis will be used to further refine law enforcement programming to ensure resources are appropriately deployed in the most problematic areas.

Seek New Partners:

Involvement in the CTFDID will be utilized to engage and inform policymakers about the traffic safety challenges associated with high impacts from impaired driving.

Performance Measure: C-6 Speeding-Related Fatalities

STATUS: 2024 performance measure met.

ACTION: Continue Planned Activities.

ADJUSTMENTS: None. The HSO will continue to address this challenge through targeted speed enforcement, education, and awareness activities in areas identified through the problem identification process.

Performance Measure: C-7 Motorcyclist Fatalities

STATUS: 2024 performance measure met.

ACTION: Continue Planned Activities.

ADJUSTMENTS: None. The HSO will continue to address this challenge through high level involvement of the Motorcycle Operator Safety Advisory Board (MOSAB), aggressive public awareness campaigns directed to motorcyclists and motorist awareness of motorcyclists.

Performance Measure: C-8 Unhelmeted motorcyclist Fatalities

STATUS: 2024 performance measure met.

ACTION: Continue Planned Activities.

ADJUSTMENTS: None. The HSO will continue to address this challenge through high level engagement of the MOSAB, aggressive public awareness campaigns directed to motorcyclists on utilizing proper motorcycle gear to include helmets and encouraging state authorized basic motorcycle training.

Performance Measure: C-9 Drivers Aged 20 Years or Younger Involved in Fatal Crashes

STATUS: 2024 performance measure not met.

ACTION: Outreach to Underserved Communities, Enhanced and Additional Enforcement, Seek New Partners.

ADJUSTMENTS: The HSO continues to address the challenge through aggressive Graduated Driver's License (GDL) Education campaigns, high-level engagement of the Colorado Young Drivers Alliance (CYDA), and involvement in the Department of Revenue's revisions to the Colorado Driver's Handbook, which further clarifies the GDL requirements.

In 2024, through aggressive solicitation and outreach, the HSO funded three new youth serving organizations to provide education and outreach to young drivers around the state. How these recent programs contribute to meeting 3HSP performance targets will emerge over the next two years. These are new long-term projects to change cultural norms in rural, disadvantaged areas of the State, time is needed to see how these activities affect change and to see improvement.

The HSO, through the LELs, may work to recruit local LE agencies to conduct primary seatbelt enforcement for young drivers in and around high schools, this may also include distracted driving enforcement.

Outreach to Underserved Communities:

The HSO partners with the Colorado Department of Public Health and Environment (CDPHE) Traffic Safety Team to leverage existing relationships and to build trust with disadvantaged communities and to understand unique challenges and programming for these communities.

Seek New Partners:

The HSO is utilizing Problem Identification and the disadvantaged community identification methodology developed in the 3HSP to identify areas of focused outreach and to understand local challenges. HSO will facilitate listening sessions between potential applicants and existing partners who have programming that may be applicable to more areas, such as the Eagle River Youth Coalition.

Performance Measure: C-10 Pedestrian Fatalities

STATUS: 2024 performance measure not met.

ACTION: Continual analysis and refinement of enforcement and education/outreach efforts. This will include geo-spatial and socio-demographic data analysis to identify areas that continue to be over-represented in pedestrian crashes.

ADJUSTMENTS: The HSO will continue to address the challenge through development of new communications programs directed to pedestrians and drivers, on the importance of pedestrian safety and obeying traffic safety laws in crosswalks. In addition, the LELs will work to identify new LE agencies to participate in enforcement efforts.

Outreach to Underserved Communities:

The HSO partners with the Colorado Department of Public Health and Environment (CDPHE) Traffic Safety Team to leverage existing and to build trust with disadvantaged communities and to understand unique challenges and programming for these communities.

Seek New Partners:

The HSO is utilizing Problem Identification and the disadvantaged community identification methodology developed in the 3HSP to identify areas to focus outreach and to understand local challenges. HSO will facilitate listening sessions between potential applicants and existing partners who have programming that may be applicable to more areas.

Performance Measure: C-11 Bicyclist Fatalities

STATUS: 2024 performance measure not met.

ACTION: Continual analysis and refinement of enforcement and education/outreach efforts. This will include geo-spatial and socio-demographic data analysis to identify areas that continue to be over-represented in pedestrian crashes.

ADJUSTMENTS: The HSO continues to address the challenge through new communications programs directed to bicyclists and drivers, on the importance of bicycle safety and obeying traffic safety laws in intersections. In addition, In addition, the LELs will work to identify new LE agencies to participate in enforcement efforts.

The HSO will seek to partner with bicycle safety outreach and education coalitions to provide educational opportunities to the traveling public about bicycle safety.

Outreach to Underserved Communities:

The HSO partners with the Colorado Department of Public Health and Environment (CDPHE) Traffic Safety Team to leverage existing and to build trust with disadvantaged communities and to understand unique challenges and programming for these communities.

Seek New Partners:

The HSO is utilizing Problem Identification and the disadvantaged community identification methodology developed in the 3HSP to identify areas to focus outreach and to understand local challenges. HSO will facilitate listening sessions between potential applicants and existing partners who have programming that may be applicable to more areas, such as the *Bicycle Safe Driver Training*.

Through participation in the STSP ATS Program, the HSO will continue to support a positive traffic safety culture on Colorado roadways, and support continued improvements made through Vision Zero and Safe System Approach networks and partnerships.

Performance Measure: C-12 Fatalities Involving a Distracted Driver

STATUS: 2024 performance measure met.

ACTION: Continue Planned Activities

ADJUSTMENTS: None. The HSO will continue to address this challenge through targeted, HVE and education and awareness campaigns including sustained high-visibility enforcement for distracted driving; Media communications designed to educate, inform, and provide resources regarding traffic safety challenges on our roadways and funding projects that provide education, outreach, and awareness of the dangers of distracted driving

In 2024, Colorado made statutory advancements in tackling distracted driving through the enactment of a Hands-Free law.

Performance Measure: C-13 Drivers 65 or Older Involved in Fatal Crashes

STATUS: 2024 performance measure met.

ACTION: Continue Planned Activities and Outreach to Underserved Communities

ADJUSTMENTS: None. The HSO will continue to address this challenge through enhanced educational and outreach efforts among this driving population, high level engagement of the Older Driver Coalition and education to families and caretakers of older drivers.

Outreach to Underserved Communities:

In 2023, the HSO hosted the Colorado Traffic Safety Summit and hosted and facilitated a breakout session to engage attendees to discuss challenges and opportunities on education and safety for drivers aged 65 or older. Participants identified agency coordination and firsthand driver learning as focus areas. A similar Summit is planned for 2024.

Performance Measure: C-14 Fatalities Involving a Driver or Motorcycle Operator Testing Positive for +> 5ng of Delta 9 THC

STATUS: 2024 performance measure not met.

ACTIONS: Data Analysis, outreach to Law Enforcement Agencies, new projects.

ADJUSTMENTS: The HSO will use geo-spatial and socio-demographic data analysis to identify hot spot areas around the State related to impaired driving crashes and utilize the LELs to recruit additional law enforcement agencies to participate in high visibility enforcement campaigns. The HSO is also working with the Colorado State Patrol to fund a DUI Enforcement Team that will work monthly high visibility enforcement, in partnership with local LE agencies, in rural areas of the State over-represented in impaired driving crashes.

The HSO is also applying for S1906 funding to collect and analyze traffic stop data. This analysis will be used to further refine law enforcement programming to ensure resources are appropriately deployed in the most problematic areas.

Additional DRE Schools are planned for FY25, and a partnership is being developed to supply a National Park with PBTs to be purchased with State funding.

Seek New Partners:

Involvement in the CTFDID will be utilized to engage and inform policymakers about the traffic safety challenges associated with high impacts from impaired driving.

Seek New Partners:

In 2025, the HSO will collaborate with the CTFDID to execute the 2024 Impaired Driving Plan, which includes outreach to underserved communities and leveraging member and stakeholder networks to engage more members.

Performance Measure: C-15 Increase Percentage of Records, Transferred from Colorado State Patrol (CSP) to Colorado Department of Revenue (CDOR), without Errors in Five Critical Data Elements

STATUS: 2024 performance measure not met.

ACTION: Implement new traffic records projects.

ADJSUTMENTS: Two new performance measures – C-17 and C-18 have been added to expand traffic records programming. Enhance joint and collaborative efforts of law enforcement agencies, CDOT, Department of Revenue (DOR), and the Colorado Statewide Traffic Records Advisory Committee (STRAC), to improve the collection and accuracy of Colorado DRIVES crash data.

Performance Measure: C-16 Fatalities Involving a Worker in Work Zones (State)

STATUS: 2024 performance measure not met.

ACTION: New Projects.

ADJUSTMENTS: New public awareness, education, and communications campaigns for the travelling public, related to the Slow Down, Move Over Law, are being developed and through the Colorado State Patrol. The 2024 Traffic Safety Summit is including workshop sessions on traffic incident management (TIM) programs

Seek New Partners:

The HSO, in cooperation with law enforcement agencies, AAA and other roadside safety entities, continues to seek out new TIM programming.

Performance Measure: B-1 Observed Seat Belt Use for Passengers Vehicles, Front Seat Outboard Occupants (State Survey)

STATUS: 2024 performance measure met.

ACTION: Continual analysis and refinement of enforcement and education/outreach efforts. This will include geo-spatial and socio-demographic data analysis to identify areas that continue to be over-represented in unrestrained crashes and utilize the LELs to recruit new LE agencies to participate in high visibility enforcement of traffic laws.

The HSO will also continue to address this performance measure by participating in the Click It or Ticket (CIOT) May Mobilizations, two additional statewide CIOT campaigns and supporting education about the importance of seat belt usage for all passenger vehicle occupants.

FY25 Impaired Driving Program Update

In 2022 (most recent data available), alcohol-impaired driving fatalities were involved in 34 percent of all fatalities and 216 motor vehicle deaths resulted from crashes involving an alcohol-impaired driver, The six counties with the highest number of fatalities in crashes involving a driver or motorcycle operator with a BAC greater than 0.08 were Denver, Adams, El Paso, Arapahoe, Weld, and Jefferson.

High visibility enforcement (HVE) events deploy law enforcement resources in areas identified through problem identification as having high incidents of impaired driving. These events deter impaired driving by increasing the perceived risk of arrest on Colorado roadways. HVE events are highly publicized prior, during and after the event. Colorado's impaired driving related fatalities (alcohol and cannabis) are consistently 30 percent and above of the total fatality number.

Additional efforts include education, outreach and awareness to youth and other Colorado roadway users. These strategies are part of a comprehensive, evidence-based effort to reduce the prevalence of impaired driving related injuries and fatalities.

Project Overviews

The HSO distributes funding for all project and strategies based on problem identification, geo-spatial and socio-demographic data, and agency capacity.

Task Number	25-01-01
Program Name	Don't Be a Dummy... Drive Sober
Contractor	Colorado Springs Police Department (CSPD)

Overview of Project

CSPD will conduct high-visibility, saturation patrols. Officers working overtime deployments throughout the city will focus specifically on impaired driving enforcement as a supplement to CSPD's regularly scheduled, full-time DUI officers. Deployment dates, locations and strategies will be selected using data-driven analysis. At the beginning of each quarter, the project director will develop and distribute a written deployment plan outlining the project guidelines and requirements. As part of this project, CSPD will acquire 10 additional Preliminary Breath Test (PBT) devices for use by officers engaging in impaired driving enforcement activities.

CSPD will also use an additional proven countermeasure in its project (mass media campaigns). In conjunction with the project director, the CSPD Public Information Officer will distribute traffic safety related educational information at least twice each month. This will be accomplished primarily through social media such as Twitter, Instagram, Facebook, and YouTube. The focus is to provide the public with information about the risks associated with impaired driving and about grant-funded impaired driving enforcement occurring throughout the city.

Countermeasure Strategy

Impaired Driving HVE

Evaluation Measure(s)

Number of traffic fatalities involving an impaired driver; Number of deployments; Number of enforcement hours; Number of impaired driving arrests; Number of media communications distributed.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
164	ENF_AL	$85,558.40	$85,558.40

Task Number 25-01-02
Program Name DUI Campaign
Contractor Adams County Sheriff's Office (ACSO)

Overview of Project

ACSO will conduct focused patrols in locations that are over-represented in impaired driving crash data. The ACSO will participate in all the Colorado Department of Transportation's High Visibility Enforcement campaign periods. During this same period, the Adams County Sheriff's Office will conduct five High Visibility Enforcement saturation patrols involving many personnel and resources.

The ACSO will also conduct focused individual enforcement during times when there have been high volumes of impaired drivers on the roadways in the county.

The ACSO will continue to focus a sizable portion of our education efforts on young, new, and future drivers. These efforts will continue through presentations to the ACSO Citizen's Academy and school requests where youth learn the importance of sober driving.

Countermeasure Strategy

Impaired Driving HVE

Evaluation Measure(s)

Number of contacts, number of impaired driving arrests, number of educational efforts, the audience reached and audience demographic.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
164	ENF_AL	$222,411.60	$222,411.60

Task Number 25-01-03
Program Name Impaired Driving Enforcement
Contractor El Paso County Sheriff's Office (EPSO)

Overview of Project

The EPSO will conduct saturation patrols in the unincorporated area of the County to address data-driven impaired driving. EPSO will conduct high visibility enforcement patrols to decrease traffic related fatalities due to impaired driving. EPSO will also provide deputy training, community outreach and early education, especially in local schools, to assist in the reduction of impaired driving in the County.

Countermeasure Strategy

Impaired Driving HVE

Evaluation Measure(s)

Number of OT hours worked, number of traffic stops, number of impaired driving arrests, number of educational events, number of attendees.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
164	ENF_AL	$178,683.84	$178,683.84

Task Number 25-01-04
Program Name FFY25 Colorado State Patrol DUI Impaired Driving
Contractor Colorado State Patrol

Overview of Project

The Colorado State Patrol (CSP) Impaired Driving Enforcement Project will provide enforcement hours to support the High Visibility Enforcement (HVE) waves promoted by the National Highway Traffic Safety Administration (NHTSA) and the Colorado Department of Transportation (CDOT) focused on the reduction of impaired driving. All 17 CSP field troops throughout the state of Colorado will participate in these HVEs and will implement sustained enforcement that is planned and implemented on a proportionate method based on data-driven factors.

CSP will also conduct statewide media campaigns to increase awareness and positive activity related to impaired driving. Our goal is to eliminate 7% of CSP Investigated Fatal Crashes.

CSP will provide at least 3,900 hours of impaired driving enforcement, complete at least 200 impaired driving arrests, complete all required reports related to each arrest made, and increase the reach of statewide social media campaigns related to impaired driving by 1% above the number of posts in FFY24 through posts to Facebook and Twitter.

Countermeasure Strategy

Impaired Driving HVE

Evaluation Measure(s)

Number of arrests, number of traffic contacts, number of crashes.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405d	M5HVE	$301,796.68	Not Applicable

Task Number 25-01-05

Program Name DUI Enforcement
Contractor Jefferson County Sheriff's Office (JCSO)

Overview of Project

In 2023 there were 113 impaired driving crashes in unincorporated Jefferson County. Of those, 20% resulted in injury or death. The JCSO will conduct saturation patrols and increased enforcement to reduce the fatal and injury crash percentage caused by impaired driving. JCSO will also participate in community outreach events to educate the public about the risks of driving under the influence to proactively reduce impaired driving.

Countermeasure Strategy

Impaired HVE

Evaluation Measure(s)

Number of contacts, number of impaired driving arrests, number of community outreach events.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
164	ENF_AL	$17,950.64	$17,950.64

Task Number 25-01-06

Program Name Aurora PD FY25 DUI/HVE Campaign
Contractor Aurora Police Department

Overview of Project

The Aurora Police Department is a municipal police department in Aurora Colorado. The department serves the roadway users in the city through education and enforcement on interstate highways, state highways and local roadways.

Since 2023, the city has seen an increase in the number of impaired crashes as well as the number of impaired fatal crashes. In 2023, there were 62 fatal crashes in which 66 people were killed. This is an increase of 29% from 2022. In sixteen of those crashes, DUI was a causal factor. This means that in 25% of the fatal crashes in Aurora, impaired driving was the cause of the crash. In 2023, there were 5,182 traffic accidents in Aurora. 692 of those crashes involved an impaired driver. That is 13.3% which is a significant increase from 2022.

There are several reasons for these increases, many of which are out of our control (population increase). However, the traffic unit will move forward with a focus on community outreach and education. Enforcement operations will rely more heavily on high visibility saturation enforcement.

In conjunction with our PIO Office, we will have a concerted effort at outreach to the Spanish speaking community as we are seeing large increases in this population driving in our city. We want to be sure we are doing our part to educate them on state laws pertaining to impaired driving.

Countermeasure Strategy

Impaired HVE

Evaluation Measure(s)

Number of arrests, number of traffic contacts, number of crashes.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405d	M5HVE	$87,360.00	Not Applicable

Task Number 25-01-07
Program Name FY25 Denver's Comprehensive Impaired Driving Program
Contractor Denver Police Department (DPD)

Overview of Project

In 2022, there were 74 traffic fatalities in Denver. Of those fatalities of those 34% involved a driver with a BAC of .08 or above. The goal of this project is to further reduce the number of serious and fatal crashes related to impaired driving in Denver by increasing the number of impaired driving arrests.

The DPD will conduct 20 saturation patrols using geo-spatial data to identify impaired driving hot spots. By increasing contacts using tools such as saturation patrols, the DPD will educate the public on the dangers of impaired driving.

Countermeasure Strategy

Impaired Driving HVE

Evaluation Measure(s)

Number of saturation patrols conducted, number of contacts, number of arrests.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
164	ENF_AL	$215,820.00	$215,820.00

Task Number 25-01-08
Program Name Colorado Task Force on Drunk and Impaired Driving (CTFDID)
Contractor Mothers Against Drunk Driving (MADD)

Overview of Project

MADD will serve on the CTFDID and provide administrative support to the Task Force. The mission is to support the prevention, awareness, enforcement, and treatment of drunk and impaired driving in Colorado. MADD staff will coordinate CTFDID meetings, events, and provide notes and documentation.

Countermeasure Strategy

Training and Judicial Support

Evaluation Measure(s)

Number of meetings coordinated, number of meeting information packets created and delivered.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
164	ENF_AL	$33,717.13	Not Applicable

Task Number 25-01-09
Program Name Youth Impaired Driving Prevention
Contractor Chaffee County Human Services, Family and Youth Initiatives (FYI)

Overview of Project

FYI seeks to prevent youth alcohol-impaired driving by targeting evidence-based prevention approaches toward Chaffee County high school-aged youth. The program will administer prevention science models in collaboration with established work groups to reduce the ease of access to alcohol to youth through norming mass media. The program will reduce the number of fatalities involving a driver or motorcycle operator with a BAC of .08 and above.

To decrease youth-impaired driving, FYI proposed strategies include:

1) Reduce the ease of access to alcohol and cannabis through educating and working with alcohol and substance outlets on reducing the ease of access for youth

2) Increase parents/caregivers' conversations with youth about setting limits and boundaries regarding alcohol and cannabis use through a mass media campaign

3) Decrease the perception of use, provide access to regular substance-free activities, and create peer bonding through regularly scheduled youth programming

Countermeasure Strategy

School and Community Based Programs

Evaluation Measure(s)

Results as measured in the results in the Healthy Kids Colorado Survey, 2025, number of meetings, number of education presentations, surveys completed for - alcohol outlets, workgroups, and coalition members.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405d	M5OT	$102,613.56	Not Applicable

Task Number 25-01-10

Program Name Traffic Safety Resource Prosecutor Program (TSRP)
Contractor Colorado District Attorneys' Council (CDAC)

Overview of Project

TSRP provides law enforcement, prosecutors, and other traffic safety professionals throughout Colorado with a subject matter expert on traffic safety matters with a specific emphasis on impaired driving. The TSRP supports these constituencies through training and education, legal research, motions and trial support, and direct assistance in the form of special prosecutor appointments. The TSRP also identifies areas of impaired driving investigations and prosecutions challenged in the legal process and devises tactics and countermeasures to ensure the effective and fair enforcement of Colorado's impaired driving laws. This program will maintain current methods for distributing relevant training on impaired driving and other traffic-related subjects. The TSRP fields technical assistance requests, policy issues, and legislative matters.

Countermeasure Strategy

Training and Judicial Support

Evaluation Measure(s)

Number of prosecutors trained, number of officers/other traffic safety professionals trained, number of trainings provided.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405d	M5CS	$412,440.48	Not Applicable

Task Number 25-01-11
Program Name Impaired Driving Tech Transfer
Contractor Highway Safety Office

Overview of Project

Funds provide registration and travel costs to conferences and events related to impaired Driving training, and DRE training, including the (IACP) Impaired Driving Conference. Statewide, law enforcement officers and other traffic safety partners are selected to attend. Attendees will use the information they learned at the conference to give law enforcement officers up-to-date information and methods of recognizing impaired driving in the motoring public.

Countermeasure Strategy

Training and Judicial Support

Evaluation Measure(s)

Number of people trained.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405d	M5PEM	$15,000.00	Not Applicable

Task Number 25-01-12

Program Name DRE/SFST Update Training/School
Contractor Highway Safety Office (HSO)

Overview of Project

The HSO will expand the programs by hosting two DRE schools and continued training of existing DRE and SFST instructors, including update trainings. Training efforts also include a One-Year-Later school to provide supplemental training and support to newly certified DREs.

Funds will be utilized to support DRE Callout assistance to various law enforcement agencies and to support DRE Certification Nights hosted by Denver Police Department. The DRE Certification Nights are training events that will include the purchase of food and beverages pre-approved by the Highway Safety Office.

A contractor will be secured to develop customized software and to manage DRE tablet administration. Funds will also be used to cover the cost of awards and certificates as part of DRE and SFST recognition practices.

Countermeasure Strategy

Training and Judicial Support

Evaluation Measure(s)

Number of DRE's completing the training, number of DRE schools, number of DRE update trainings, number of DRE one year later trainings, number of SFST Instructor update trainings, number of DRE evaluations completed.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405	M5PEM	$240,000.00	Not Applicable

Task Number 25-01-13
Program Name SFST/DRE Program Education and Program Compliance
Contractor Law Enforcement Alcohol and Drug Impairment Training (LEAD Impairment Training)

Overview of Project

LEAD Impairment Training will provide DRE and SFST instructor update training statewide to Colorado Law Enforcement advanced National Highway Traffic Safety Administration (NHTSA) Impaired Driving training programs.

LEAD Impairment Training will provide statewide annual update training, coordinate DRE classes, and provide out-of-state DRE certification events. LEAD will ensure DRE/SFST program compliance and implement an APP-based DRE call-out solution for the DRE/SFST community.

Monthly communication will be completed using on-line industry tools. Program coordination and support will be provided for both the SFST and DRE programs.
LEAD Impairment Training will continue to maximize the effectiveness of mentoring and coaching new DRE trained personnel. Implementation of the One Year Later training concept will continue to maximize training retention and initiative-taking behaviors.

Countermeasure Strategy

Training and Judicial Support

Evaluation Measure(s)

Number of DRE and SFST instructors recertified and number of DRE/SFST instructor updates, number of new DRE's, number of new DRE instructors.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405d	M5PEM	$202,353.00	Not Applicable

Task Number 25-01-14
Program Name Impaired Driving Initiative
Contractor Larimer County Partners Inc. (Partners)

Overview of Project

Larimer County Partners, Inc. (dba Partners), a nonprofit organization located in northern Colorado provides education on risky behaviors such as substance abuse and driving while impaired for youth and young adults.

The percentage of cannabis polydrug (cannabis/alcohol or cannabis/other drugs) as the perceived impairing substance increased from 5.7% of all DUIs in 2014 to 22.7% in 2020. In 2021, Larimer County experienced 29 fatal crashes resulting in 35 deaths, with 28% of these crashes involving impaired driving. In Weld County, there were 39 fatal crashes resulting in 46 deaths with 26% of these fatal crashes involving impaired driving.

Partners will engage a cross-sector community coalition in a community-wide marketing campaign and in strategies to influence local policy, and work with substance retailers to aid them in being trained in prevention best practices and to be accountable in their practices. Partners will also work with youth/young adults ages 14-25 through curriculum-based prevention education groups, teaching life skills to support positive decision making like driving safety and to deter harmful choices such as impaired driving.

The Impaired Driving Initiative will focus on the following objectives: Increase public responsibility and action regarding their role in preventing risks/consequences of impaired driving. Increase retailers' role and responsibility in preventing impaired driving and to provide them with concrete tools to assist in their work. Provide curriculum-based Prevention Education Programming (PEP) to youth focused on positive decision making and attitudes and behaviors around substance use.

Countermeasure Strategy

School and Community Based Programs

Evaluation Measure(s)

Number of PEPs provided, number of marketing campaigns, number of substance retailers trained.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405d	M5OT	$250,564.60	Not Applicable

Task Number 25-01-15
Program Name FFY25 Colorado State Patrol DUI Enforcement Team
Contractor Colorado State Patrol

Overview of Project

The Colorado State Patrol (CSP) Impaired Driving Enforcement Project is requesting grant funding to provide additional enforcement hours to support the High Visibility Enforcement (HVE) waves promoted by the National Highway Traffic Safety Administration (NHTSA) and the Colorado Department of Transportation (CDOT) focused on the reduction of impaired driving. All 17 CSP field troops throughout the state of Colorado will participate in these HVEs and will implement sustained enforcement that is planned and implemented at the local level based on local data and needs. In addition to the HVE enforcement, CSP has assembled a DUI.
Enforcement Team that will work monthly high visibility operations focused on underserved, lower population areas. CSP will also conduct statewide and area-focused media campaigns to increase awareness and positive activity related to impaired driving. Our goal is to eliminate 7% of CSP Investigated Fatal Crashes.

To address the traffic safety problem, the CSP DUI Team will provide at least 1,000 hours of area-focused impaired driving enforcement, complete at least 200 impaired driving arrests, complete all required reports related to each arrest made, and complete social media campaigns focused on these areas through partnering with enforcement agencies, providing localized community outreach and enforcement activities.

Countermeasure Strategy
Impaired HVE

Evaluation Measure(s)
Number of arrests, number of traffic contacts, number of crashes

Funding Source	Eligible Use	Federal Funds	Local Expenditure
164	ENF_AL	$247,395.08	Not Applicable

Task Number 25-01-16
Program Name HVE Impaired Driving
Contractor Durango Police Department (DPD**)**

Overview of Project
DPD will work to reduce the number of alcohol-related crashes and fatalities in the City Durango by providing education and enforcement at major events. DPD will implement responsible vending education to local restaurants and taverns, a partnership with a local non-profit organization “In the Weeds” to communicate DPD’s high visibility enforcement periods, and a communication campaign through social media that brings community awareness to the harms associated with impaired driving.

The DPD goal is to decrease alcohol-related crashes and fatalities.

Countermeasure Strategy

Impaired Driving HVE

Evaluation Measure(s)

Number of impaired driving arrests, number of education events, number of partnerships communicating impaired driving issues

Funding Source	Eligible Use	Federal Funds	Local Expenditure
164	ENF_AL	$13,960.00	$13,960.00

FY25 Police Traffic Services Program Update

In 2023, preliminary data indicates there were 720 traffic fatalities in Colorado, of those fatalities, 258 involved speeding, 212 involved an unrestrained occupant, and 59 involved a distracted driver.

Speeding related fatalities represent a sizable portion of Colorado's total traffic fatalities. Sustained speeding enforcement coupled with roadway engineers setting and designing for appropriate target speeds, are integral to reducing speed related crashes and fatalities.

Unrestrained passenger vehicle occupant fatalities also represent a substantial portion of Colorado's total traffic fatalities. High Visibility Enforcement (HVE) events are vital to roadway safety by vigorously enforcing passenger restraint laws.

Enforcement and education programs targeted at distracted driving are designed to deploy law enforcement and educational resources in areas identified through problem identification as having high incidents of fatalities and serious injuries involving distracted driving. These education and enforcement events are designed to deter behavioral traffic violations committed by distracted drivers.

Project Overviews

The HSO distributes funding for all project and strategies based on problem identification, geo-spatial and socio-demographic data, and agency capacity.

Task Number	25-02-01
Program Name	FY25 Distracted Driving & Speed Enforcement
Contractor	Denver Police Department (DPD)

Overview of Project

DPD will focus on areas identified as hot spots for a high number of distracted and speed-related traffic crashes. Locations are selected based on visibility for spotter technique enforcement and the concentration of traffic where the risk of crashes increases due to cell phone use and text messaging. This is an ongoing process and will be completed by reviewing careless driving citations associated with crashes. The distracted driving (DD) program will decrease DD related injuries and fatal crashes. The speed enforcement program will reduce speed-related injury and fatal crashes.

Interstate-25 and Interstate-70 are the most trafficked roadways in Colorado; the target population for this effort is drivers on these roadways who are speeding. According to CDOT data, the top locations for speed-related crashes in Denver (as revealed in CDOT data provided to DPD) are on Interstate-70 (between Sheridan and Peoria) and Interstate-25 (between I-70 and south to Hampden Avenue). DPD has also seen an increase in speed-related crashes on North and South bound Pena Boulevard.

These strategies have decreased the number of fatal and Serious Bodily Injury (SBI) crashes on the highways and other roadways in Denver. In 2023, the City and County of Denver had 51 traffic fatalities, eight involved an unrestrained passenger vehicle occupant; three of the 51 fatalities involved distracted driving, or 6% of the total.

Countermeasure Strategy

Sustained Enforcement

Evaluation Measure(s)
Number of citations issued, number of contacts, number of law enforcement officers engaged in OT operations, number of hours worked.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	PT	$201,960.00	$201,960.00

Task Number 25-02-02
Program Name Aurora PTS Campaign
Contractor Aurora Police Department (APD)

Overview of Project

In 2023, there were 63 fatal crashes in the City of Aurora resulting in 66 traffic fatalities. Of those 63 fatal crashes, 32 or 51% had speed as a contributing factor. A total of 16 or 24% were unrestrained and 7 or 11% were distracted related. For speed-related, that is a major increase from 2022. For 2023, unrestrained traffic fatalities more than doubled from 2022. Traffic fatalities involving distracted drivers increased in 2023.

In 2023, there were a total of 5,649 crashes in the City of Aurora. Of those, 4% involved speed as a factor, 35% contained unrestrained occupants and 3% involved a distracted driver.

The APD has several goals during the FFY2025 period. These goals will be achieved through sustained high visibility enforcement, education, the assistance of social media posts, and other educational opportunities.

Countermeasure Strategy

Sustained Enforcement

Evaluation Measure(s)

Number of citations issued, number of contacts, number of events, number of social media hits, number of seat belt citations, number of unrestrained fatalities/injury crashes, number of car seat checkup events, number of speed-related fatalities, number of speed-related crashes.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	PT	$146,834.97	$146,834.97

Task Number 25-02-03
Program Name Buckle Up and Slow Down!
Contractor Colorado Springs Police Department (CSPD)

Overview of Project

CSPD continued goal is to attain a 5% reduction in both the number of traffic fatalities and the number of serious injury crashes per 100,000 compared to 2022 baseline data by the end of the grant period. 50 fatal crashes occurred in Colorado Springs in 2023.

CSPD analyzes the department's traffic and crash data and will use a data-driven approach to conduct high-visibility, focused speed, and seat belt enforcement in areas with high frequencies of speeding, serious injury crashes, or fatal crashes. At the start of each quarter, the project director will develop and distribute a written deployment plan based on data analysis. Officers working overtime deployments will use LIDAR and Radar technology (both handheld and moving units) to detect speeding violations and will use each traffic stop for speeding as an opportunity for seat belt enforcement as well.

CSPD may also position speed trailers in designated areas and use data from those trailers to identify locations suited for grant-funded speed enforcement deployments.

Countermeasure Strategy

Sustained Enforcement

Evaluation Measure(s)

Number of traffic fatalities and crashes with serious, number of deployments conducted, number of enforcement hours worked, number of citations issued.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	SC	$126,808.98	$126,808.98

Task Number 25-02-04
Program Name Reducing Fatal Crashes through Speed Enforcement
Contractor Pueblo Police Department (PPD)

Overview of Project

PPD is working to reduce the number of speed-related traffic fatalities in the City of Pueblo. Some of these strategies include group enforcement on Pueblo's major thoroughfares and Interstate 25.

The PPD, Pueblo County Sheriff, and Colorado State Patrol Troop 2B will team up to perform speed and traffic enforcement as a group in all of Pueblo County. Monthly enforcement missions will utilize all three agencies' resources to create a show of support.

Another strategy will be a public education component. This includes participation in the National Night Out, AMR Safety Jam, and Public Service Announcements that PPD created for the website and social media. Six

In calendar year 2023, the City of Pueblo had 23 fatal crashes. Six crashes involved speed as a factor in the crash.

Countermeasure Strategy

Sustained Enforcement

Evaluation Measure(s)

Number of citations issued, number of contacts, number of law enforcement officers engaged in OT operations, number of hours worked.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	SC	$76,000.00	$76,000.00

Task Number 25-02-05
Program Name Speed Mitigation for Hwy 93 and US 285 for 2024 - 2025
Contractor Jefferson County Sheriff's Office (JCSO)

Overview of Project

JCSO traffic project will focus on reducing the number of speed-related traffic injuries and fatalities. These reductions will be achieved through sustained high visibility speed enforcement.

In unincorporated Jefferson County in 2023, there were 16 traffic fatalities. Of which 6 or 38% were speed related. To address speed-related fatalities in Jefferson County, the JCSO, will focus speed enforcement efforts on CO 93 and US Highway 285 which have been identified through problem identification as being overrepresented in speed-related crashes. US Highway 285 and CO 93 are two of Jefferson County's main highways that see a large population of motorists commuting and traveling for business and recreational purposes.

Countermeasure Strategy

Sustained Enforcement

Evaluation Measure(s)

Number of citations issued and number of contacts.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	SC	$74,822.92	$74,822.92

Task Number 25-02-06
Program Name City of Lakewood (Police) Speed Enforcement Campaign FY25
Contractor Lakewood Police Department (LPD)

Overview of Project

LPD will conduct speed enforcement, implement activities to increase the number of educational contacts, speed-related contacts, and citations throughout the City of Lakewood

LPD in 2023, the City of Lakewood had 20 traffic-related fatalities, up from 18 in 2023. The top five intersections with the highest number of traffic collisions were W 6th Ave & Wadsworth Blvd, W 6th Ave & Sheridan Blvd, Wadsworth Blvd & Simms St/Union Blvd, Wadsworth Blvd & Colfax Ave, and Wadsworth Blvd & Jewell Ave.

There remains a significant push in messaging – through ongoing social media campaigns, local media news coverage, six VMS signs with rotating messaging, and partnerships with other agencies since FY22 and this is continuing in FY24. Program successes have been visible enforcement operations on weekends, a high number of vehicle contacts, and a focus on education, visibility, notifications, and enforcement. Traffic-related fatalities in the City of Lakewood increased by 10% demonstrating the continued need for effective speed control by LPD as many of these crashes are speed-related.

Countermeasure Strategy

Sustained Enforcement

Evaluation Measure(s)

Number of citations issued, number of contacts, number of law enforcement officers engaged in OT operations, number of hours worked.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	SC	$116,350.00	$116,350.00

Task Number 25-02-07
Program Name FY25 Traffic Safety Enforcement
Contractor Colorado State Patrol (CSP)

Overview of Project

There were 321 traffic fatalities involved in 288 fatal crashes in Colorado tracked by CSP. Of those 321 fatalities, 122 of the passenger vehicle occupants, or 38%, were unrestrained and 31 or 10% involved a distracted driver.

To address the traffic safety challenges, CSP will provide at least 2,600 hours of seatbelt enforcement, 900 hours of distracted driving enforcement, and increase the reach of statewide social media campaigns related to seatbelt enforcement by 1% above the number of posts in FY24 through posts to Facebook and X social media platforms.

Countermeasure Strategy

Sustained Enforcement

Evaluation Measure(s)

Number of citations, number of traffic contacts, and number of crashes

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	PT	$467,306.00	Not Applicable

Task Number 25-02-08
Program Name Data-Driven Approaches to Crime and Traffic Safety
Contractor Greeley Police Department (GPD)

Overview of Project

There were 12 traffic fatalities in the City of Greeley in 2023 through June 2024 there have been five traffic fatalities. GPD uses a Data-Driven Approaches to Crime and Traffic Safety (DDACTS). This includes focusing on traffic violations involving speed and distraction, as well as educating younger drivers and their adults at home on these dangers. Overall, there were a total of 18317 traffic stops in 2023 with 12,507 resulting in citations. This year, GPD had 7,736 traffic stops and 3,492 resulting in citations.

Highway 34 and Highway 85 run through the City of Greeley. The increased traffic combined with the high speeds of the highways, contribute to the risk, and rise in traffic crashes in the community.

Over the next year, the priority for the GPD and this grant is continuing to patrol high-traffic areas during peak driving times. Officers will be deployed to specific zones, known for increased motor vehicle crashes and fatalities with emphasis placed on enforcement of speed and distracted driving violations.

Countermeasure Strategy

Sustained Enforcement

Evaluation Measure(s)

Number of citations, number of traffic contacts, and number of distracted driving crashes

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	PT	$131,025.60	$131,025.60

Task Number 25-02-09
Program Name Traffic Safety Enforcement
Contractor El Paso County Sheriff's Office (EPCSO)

Overview of Project

EPCSO will increase saturation of traffic enforcement in high-traffic areas and those hot spot areas that are known to have impaired drivers, speeding, and distracted drivers. With this increased saturation EPSO will reduce the number of serious traffic crashes, reduce the number of restrained passenger vehicle occupant fatalities, reduce the number of speeding-related fatalities, and reduce the number of fatal crashes involving distracted drivers. The EPSO will utilize high visibility enforcement for speeding, cell phone and text messaging enforcement, and short-term high visibility seat belt law enforcement.

Countermeasure Strategy

Sustained Enforcement

Evaluation Measure(s)

Number of saturation details for distracted driving, Increase number of traffic citations. Reduction in the number of serious injury traffic crashes

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	PT	$174,377.16	$174,377.16

Task Number 25-02-10
Program Name Traffic Safety
Contractor Thornton Police Department (TPD)

Overview of Project

TPD issued 5,099 speeding tickets in 2023 which were related to speed enforcement. The City of Thornton had 2,739 crashes, eight of which were fatal crashes, and 66 involved serious bodily injury. Utilizing funding from CDOT TPD has made a significant impact in traffic safety.
TPD will continue to monitor areas of the city that are high crash areas due to speeding and distracted driving and saturate those areas with additional resources. In addition, TPD will use social media to educate the public.

Countermeasure Strategy

Sustained Enforcement

Evaluation Measure(s)

Number of citations issued and number of contacts.

Funding Source	**Eligible Use**	**Federal Funds**	**Local Expenditure**
402	PT	$83,242.76	$83,242.76

Task Number 25-02-11
Program Name Speed and Distracted Driving
Contractor Durango Police Department (DPD)

Overview of Project

DPD investigated two fatal crashes in 2023. Both crashes involved a driver traveling above the posted speed limit given the current weather conditions.

DPD will utilize overtime funding to complete speed, distracted driving, seatbelt, and other traffic violations enforcement. DPD plans to use education tools to change the driving behaviors of those within Durango's community such as social media campaigns, providing classroom time with high school and college students, and providing an alternative court process to encourage safer driving behaviors.

Countermeasure Strategy

Sustained Enforcement

Evaluation Measure(s)

Number of citations issued and number of contacts.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	PT	$13,037.76	$13,037.76

Task Number 25-02-12
Program Name Traffic Safety
Contractor Wheat Ridge Police Department (WRPD)

Overview of Project

The City of Wheat Ridge had five fatal crashes in 2022 and three fatal crashes in 2023. WRPD investigated 10 SBI crashes in both 2022 and 2023. Most of these crashes involved alcohol, drugs, speed, and reckless driving. WRPD will conduct high visibility enforcement in high crash areas to address these issues. Areas of focus will include (but not be limited to) speeding, distracted driving, and aggressive driving. WRPD will also coordinate with the PIO to educate the public on traffic safety.

Countermeasure Strategy

Sustained Enforcement

Evaluation Measure(s)

Number of stops, number of warnings, number of summonses, number of public outreaches via social media and other outlets

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	PT	$22,278.00	$22,278.00

Task Number 25-02-13
Program Name FY25 Public Traffic Safety
Contractor Adams County Sheriff's Office (ACSO)

Overview of Project

In 2023 there were 716 traffic crashes and 62 fatalities. Speed is a leading causal factor in fatal and injury crashes. The ACSO will coordinate saturation details and speed trailers in high-traffic areas to reduce the number of speed and distracted driving-related injuries and fatalities.

ACSO's Traffic Unit will work in conjunction with our Juvenile Services Unit (JSU) to provide education to students on the dangers and consequences of driving distracted. ACSO plans to increase the number of correctly installed Child Safety Restraint systems by conducting numerous car seat checkup events.

Countermeasure Strategy

Sustained Enforcement

Evaluation Measure(s)

Number of citations issued, number of contacts and arrests, number of events, number of saturation details, number of serious injuries and traffic fatalities.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	PT	$246,508.00	$246,508.00

Task Number 25-02-14
Program Name Public Safety Through Effective Speed Enforcement
Contractor Westminster Police Department (WPD)

Overview of Project

Through effective speed enforcement, the WPD will reduce speed-related crashes that cause fatalities and serious bodily injuries as well as increase citizen contacts by enforcing traffic laws and educating the public. Speeding citations increased by 93% in 2023.

Countermeasure Strategy

Sustained Enforcement

Evaluation Measure(s)

Number of fatalities, number of serious bodily injuries, number of citations issued, number of traffic enforcement, and number of enforcement hours worked.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	SC	$82,512.96	$82,512.96

Task Number 25-02-15
Program Name Police Traffic Services Campaign
Contractor Arapahoe County Sheriff’s Office

Overview of Project

The Arapahoe County Sheriff's Office has a goal is to reduce the number of speeding-related fatalities from 17% to 15% by September 30, 2026, and speeding-related serious bodily injury crashes from 27% to 24% during the same period.

The Arapahoe County Sheriff's Office two-and-a-half-year goal is to reduce the number of unrestrained occupant fatalities from 33.3 percent to 30 percent, and unrestrained occupant serious bodily injury crashes from 5 percent to 3 percent by September 30, 2026.

The Arapahoe County Sheriff's Office goal is to reduce the number of distracted driving fatalities from 16.6 percent to 12 percent, and distracted driving serious bodily injury crashes from 9 percent to 6 percent by September 30, 2026.

The Arapahoe County Sheriff's Office will utilize its social media platforms in conjunction with enforcement operations to reach these goals and further our message to the citizens of Arapahoe County.

Countermeasure Strategy

Sustained Enforcement

Evaluation Measure(s)

Number of citations issued, number of contacts and arrests, number of events, number of social media hits, number of seat belt citations, number of drivers contacted.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	PT	$174,960.94	$174,960.94

FY25 Community Traffic Safety Program Update

In Colorado in 2023, preliminary data indicates there were 720 traffic fatalities; of those fatalities 212 involved an unrestrained passenger vehicle occupant, 111 involved a driver aged 20 or younger, 59 involved a distracted driver and there were 97 drivers 65 or older that were at fault in a fatal crash.

School and community-based programs are designed to address challenges associated with novice drivers including impaired driving, distracted driving, seat belt use and GDL. Other community challenges including efforts to address child passenger safety, booster seat and seat belt use in local communities and the special needs faced by older drivers. These strategies are part of a comprehensive, evidence-based efforts to reduce the prevalence of drivers aged 20 or younger involved in fatal and serious injury crashes, reduce the number of unrestrained serious injury crashes and fatalities, and distracted driving and older driver related fatalities.

Project Overviews

The HSO distributes funding for all project and strategies based on problem identification, geo-spatial and socio-demographic data, and agency capacity.

Task Number	25-03-01
Program Name	Aurora Prevent Alcohol and Risk Related Trauma in Youth (P.A.R.T.Y.) Program
Contractor	University of Colorado Hospital

Overview of Project

This program will reduce the number of drivers aged 20 or younger involved in fatal crashes Statewide. The P.A.R.T.Y. program is an interactive, five-hour, in-hospital, injury-awareness, and prevention program for high school students; the program also has an “on the road” and online option for schools unable to attend in person. The program’s goal is to provide young people with information about the traumatic injury which will enable them to recognize potential injury-producing situations, make safer choices, and adopt behaviors that reduce risk.

P.A.R.T.Y. reaches students before or while they are in the process of getting their full driver’s license and focuses on decision-making, the ripple effect of choices, dangerous driving behaviors, and Graduated Driver’s License laws. P.A.R.T.Y. staff take students through the financial, physical, social, and emotional ripple effect of choices made while driving and riding as a passenger. The program focuses on the youth’s strengths, helping participants develop and practice strategies to deal with difficult conversations and/or dangerous situations that may arise while driving or riding as a passenger.

Countermeasure Strategy

School and Community Based Programs

Evaluation Measure(s)

Number of programs completed, number of students attending, number of pre/post surveys submitted. Survey data will be used to evaluate the effectiveness of the program.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	TSP CP	$97,516.00	Not Applicable

Task Number	25-03-02
Program Name	Reducing Youth Injuries and Fatalities through Peer-to-Peer Programming
Contractor	Teens In the Driver's Seat (TDS)

Overview of Project

TDS will work to reduce the number of youth (14-18 years old) traffic injuries and fatalities statewide with a focus on El Paso, Adams, and Arapahoe counties through implementation of the TDS peer-to-peer program in high schools. TDS will provide guidance, project resources, materials and supplies, and activity facilitation.

TDS is built on the foundations of Positive Youth Development and uses a Traffic Safety Culture approach. Programming includes data collection, creation of positive communicative norm messages, and addressing multiple traffic safety risks for teens, including distraction, nighttime driving, speeding, seat belt use, impairment, pedestrian safety, and bicycle safety.

TDS will develop a strategy to increase community-based traffic safety programming to expand young driver safety resources to high-risk or underserved teens in Colorado. TDS will use the Positive Culture Framework as guidance to assess the culture and systems in place to adapt and integrate peer-to-peer traffic safety initiatives in community programs outside of the school structure in the future.

Countermeasure Strategy

School and Community Based Programs

Evaluation Measure(s)

Number of students reached, number of events attended, number of kits delivered, number of peer activities completed, number of data sources, interviews held, focus groups held, and community members engaged.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	TSP	$132,000	Not Applicable

Task Number	25-03-03
Program Name	Empowering Youth with Peer-to-Peer Opportunities
Contractor	SADD, Inc.

Overview of Project

SADD, a National non-profit agency serving youth Statewide, will analyze teen crash data on a per capita basis to identify communities with significant traffic safety issues. The project will collaborate with these targeted communities to implement strategic teen traffic safety programs and events. SADD will increase the number of active chapters conducting and reporting peer-to-peer teen traffic safety events. SADD will also continue focusing on the counties identified with high incidences of young driver crashes as primary targets for peer-to-peer traffic safety programming. Based on 2023 data, the targeted counties include El Paso, Denver, Weld, Arapahoe, Adams, Larimer, Boulder, and Jefferson, with potential adjustments based on updated data.

Countermeasure Strategy

School and Community Based Programs

Evaluation Measure(s)

Number of events conducted, number of attendees including demographic data, number of partnering organizations, number of new chapters.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	TSP	$227,543.54	Not Applicable

Task Number 25-03-04
Program Name ThinkFast Interactive Teen Driver Safety Program
Contractor TJohnE Productions, Inc.

Overview of Project

The ThinkFast Interactive (TFI) program is a dynamic and inclusive award-winning prevention intervention program that employs a customizable trivia-based game format. It aims to connect future and current teen drivers with factual, relevant information on highway safety issues, specifically tailored for the middle and high school audiences within the state it serves, in a fun and engaging manner.

Two programs will be developed to serve middle and high school audiences across Colorado: (1) Future Driver and Passenger Safety Program: The target audience will be middle school students and the focus will be on prevention efforts centered on passenger safety advocacy, foundational driving skills, and empowering future drivers to understand and speak out against unsafe driving behaviors. The key topics will be Graduated Driver Licensing (GDL) requirements, occupant protection, and defensive walking/ pedestrian safety. (2) Teen Driver Safety Program: The target audience will be high school students and the focus will be on addressing areas of risk for teen drivers both nationally and at the state level. The key topics will be on prevention measures for distracted driving, impaired driving, occupant protection, GDL driving restrictions, drowsy driving, speeding, aggressive driving, and defensive driving.

Countermeasure Strategy

School and Community Based Programs

Evaluation Measures(s)

Number of schools, number of student participants, including county locations, number of pre and post program surveys completed and results.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	TSP	$165,000	Not Applicable

Task Number 25-03-05
Program Name Eagle River Valley Safe Driving Efforts
Contractor Eagle River Youth Coalition

Overview of Project

Eagle River Youth Coalition, Inc dba Mountain Youth, a nonprofit agency, serves youth and families in the Eagle River Valley portion of Eagle County, Colorado. Mountain Youth will focus on increasing education and awareness of young driver safety and CO Graduated Drivers Licensing laws, improving family communication and expectations around following young driver laws and safe driving practices, improving community education and training related to responsible retailer practices and impairment recognition, increase access to and awareness of alternative transportation, referral for identified youth to early intervention programs to address traffic safety behavior concerns, and mass media campaigns that educate the community on young driver safety, behaviors to prevent distracted and impaired driving, and overall roadway safety strategies.

Mountain Youth will also focus on increasing stakeholder engagement, particularly amongst youth leaders, in advising and leading safe driving strategies, educating decision-makers, and supporting information dissemination and assessment strategies. Staff and partners will also focus on completing an environmental scan of policies, enforcement, and consequences related to young driver safety and youth substance access and use, to identify variances across local jurisdictions, and to make recommendations for consistencies that can then be communicated more clearly and succinctly to youth and parents.

Staff and parents will also examine system barriers and inequities that impact young drivers to make recommendations for improving access and services. The project will also focus on coordinating alternative transportation programs with transit partners, as well as law enforcement efforts that address and prevent youth substance access and impaired driving, including party patrols, bar checks and compliance checks.

Countermeasure Strategy

School and Community Based Programs

Evaluation Measure(s)

Post education outcome results, annual crash data, number of transportation program, systems level changes, and biennial and results of youth and parent surveys.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	TSP	$152,585.93	Not Applicable

Task Number 25-03-06
Program Name Denver Culture of Safety Education (DCSE Program)
Contractor City and County of Denver (DOTI)

Overview of Project

DOTI's Denver Culture of Safety Education (DCSE) program will work to reduce traffic fatalities, serious bodily injuries (SBI), and crashes in Denver through a prioritized engagement and education strategy focused on vulnerable populations, travel behaviors, and social change. The three-pronged approach includes:

Child passenger safety education, promotion, and resources

Young adult multimodal engagement, including youth-led driver education and multimodal transportation safety promotion.

Building a Culture of Safety through DOTI safety interventions, infrastructure projects, and community engagement programs

DCSE will foster and enhance relationships between Denver policy/decision-makers, community partners, and people who live, work, play, and travel in the City & County of Denver. The program will drive change at the policy level, inform transportation-related city plans, shape Vision Zero priorities, and promote social change through education, encouragement, and promotion. DCSE works to improve traffic safety through focused community engagement, education, and capacity building in DOTI's Equity areas and along the High Injury Network.

Countermeasure Strategy

School and Community Based Program

Evaluation Measure(s)

Number of individuals reached and number of events; demographics of population served; program effectiveness; and program impact through policy, environmental, and systems changes.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	CP	$379,114.19	$379,114.19

Task Number 25-03-07
Program Name Traffic Safety, Data Analysis, Community Engagement, and Strategic Planning Project
Contractor Colorado Department of Public Health

Overview of Project

The Colorado Department of Public Health and Environment's will support traffic safety initiatives through three primary strategies: 1) statistical data analysis and interpretation; 2) strategic planning to improve state and local level capacity, systems, processes, and resources to provide more consistent and comprehensive traffic safety planning and crash prevention across the state; and 3) community outreach, engagement, and cross-sector collaboration.

CDPHE will continue to utilize statistical data analysis and interpretation to enhance the relevance of traffic safety data for informed decision-making by state agencies and community partners. Through annual executive summaries, updated data dashboards, and analysis of crash reports and related data, the CDPHE epidemiology team will identify traffic safety issues and disseminate findings. Additionally, they will fulfill ad hoc data requests, provide fatality statistics to relevant task forces, and participate in committees and expert groups to improve statewide data systems.

CDPHE's strategic planning, capacity building, and systems improvement efforts focus on enhancing state systems and collaboration regarding behavioral traffic safety. This includes building partnerships, staying abreast of research and best practices, and aligning initiatives with strategic state plans. Community outreach and engagement activities will involve facilitating alliances and leveraging resources for equitable community engagements.

Countermeasure Strategy

School and Community Based Programs

Evaluation Measure(s)

Completion and interpretation of statistical traffic data; number of coalition and task force meetings facilitated/attended; number of listening sessions and stakeholder interviews held; number of statewide resources developed; documented changes to systems impacting traffic safety partners; resources and recommendations completed; number of increased partnerships.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	CP	$387,028.19	Not Applicable

Task Number 25-03-08
Program Name LEL Birk
Contractor NELE Consulting

Overview of Project

The Highway Safety Office (HSO) designates four Regional LELs. The Regional LELs will encourage partnership and stakeholders within state and local organizations to work and collaborate with law enforcement, healthcare providers and media to promote highway safety. The Regional LELs will serve as a link to promote the Highway Safety Offices programs: Impaired Driving, Occupant Protection, Speed, Distracted Driving, Pedestrian Safety, and Motorcycle Awareness.

Specifically, LEL's will conduct outreach to agencies identified with highest rates of impaired driving and unrestrained crashes to encourage participation in high visibility impaired driving enforcement program. Disseminate high visibility applications to prioritized agencies. Provide technical assistance support to agencies throughout application process. Review applications for accuracy, data, and need for funding.

Countermeasure Strategy

Sustained Enforcement

Evaluation Measure(s)

Number of trainings, number of presentations, number of agencies contacted, number agencies recruited, number of on-site monitoring visits, and number of capital equipment inspections conducted.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	PT	$50,182.40	Not Applicable

Task Number 25-03-09
Program Name LEL Hunt
Contractor Hunt Safety Solutions

Overview of Project

The Highway Safety Office (HSO) designates four Regional LELs. The Regional LELs will encourage partnership and stakeholders within state and local organizations to work and collaborate with law enforcement, healthcare providers and media to promote highway safety. The Regional LELs will serve as a link to promote the Highway Safety Offices programs: Impaired Driving, Occupant Protection, Speed, Distracted Driving, Pedestrian Safety, and Motorcycle Awareness.

Specifically, LEL's will conduct outreach to agencies identified with highest rates of impaired driving and unrestrained crashes to encourage participation in high visibility impaired driving enforcement program. Disseminate high visibility applications to prioritized agencies. Provide technical assistance support to agencies throughout application process. Review applications for accuracy, data, and need for funding.

Countermeasure Strategy

Sustained Enforcement

Evaluation Measure(s)

Number of trainings, number of presentations, number of agencies contacted, number agencies recruited, number of on-site monitoring visits, and number of capital equipment inspections conducted.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	PT	$49,704.00	Not Applicable

Task Number 25-03-10
Program Name LEL Brannan
Contractor Brannan, LLC.

Overview of Project

The Highway Safety Office (HSO) designates four Regional LELs. The Regional LELs will encourage partnership and stakeholders within state and local organizations to work and collaborate with law enforcement, healthcare providers and media to promote highway safety. The Regional LELs will serve as a link to promote the Highway Safety Offices programs: Impaired Driving, Occupant Protection, Speed, Distracted Driving, Pedestrian Safety, and Motorcycle Awareness.

Specifically, LEL's will conduct outreach to agencies identified with highest rates of impaired driving and unrestrained crashes to encourage participation in high visibility impaired driving enforcement program. Disseminate high visibility applications to prioritized agencies. Provide technical assistance support to agencies throughout application process. Review applications for accuracy, data, and need for funding.

Countermeasure Strategy

Sustained Enforcement

Evaluation Measure(s)

Number of trainings, number of presentations, number of agencies contacted, number agencies recruited, number of on-site monitoring visits, and number of capital equipment inspections conducted.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	PT	$88,500.00	Not Applicable

Task Number 25-03-11
Program Name MADD Colorado Court Monitoring
Contractor MADD

Overview of Project

MADD Colorado's Court Monitoring Program addresses the increase in impaired driving-related fatalities in Colorado. According to the most recent Colorado FARS report, the state experienced an increase in impairment fatalities in 2021 totaling 244, a 9.5% increase from 2017. Additionally, preliminary data from 2022 show the number of suspected impaired driving fatalities in Colorado reached 278, a 58% increase from 2019. In 2023, that number decreased to 227 suspected impaired driving fatalities representing 31.3% of all vehicular crash fatalities.

Due to several challenges faced by law enforcement, impaired driving enforcement is dropping as measured by DUI and DWAI case filings. Court monitoring enhances transparency and accountability within the justice system reducing the likelihood of repeat DUI offenses. Studies show that consistently placing a court monitor in the courtroom has a positive effect on case disposition. Standardized reporting used by court monitors contributes to an increase in information that can result in higher conviction rates. MADD's staff and volunteers will track individual cases, collect data about each observed case, data mine, and create reports regarding case disposition. Court monitors look for trends and inconsistencies and present these findings to prosecutors, judges, and law enforcement. A key component of court monitoring is promoting public interest in the justice system and sharing DUI case outcomes.

Countermeasure Strategy

Training and Judicial Support

Evaluation Measure(s)

Number of courts monitored and summary of court monitoring events and findings.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405d	M5CS	$324,915.48	Not Applicable

Task Number 25-03-12
Program Name Black, Indigenous, and People of Color (BIPOC) Youth Transportation Safety Fellowship
Contractor National Organizations for Youth Safety (NOYS)

Overview of Project

NOYS, a Denver-based national non-profit youth-powered organization, positioning marginalized youth to address traffic safety in underserved communities, will launch the Colorado Youth Transportation Safety Fellowship to engage BIPOC youth (15-29) in addressing the disproportionate impact of traffic injuries and fatalities on communities of color throughout the Denver County.

NOYS will work to develop and implement culturally responsive, strengths-based outreach, education, programming, and systems change recommendations that promote safe driving and safe vulnerable road user behavior in Denver County BIPOC communities most impacted by traffic injuries and fatalities. Emphasis areas will include a focus on reducing the number of speeding-related fatalities, pedestrian fatalities, and bicyclist fatalities through proven countermeasures that use a multidisciplinary approach such as: (1) reducing risky social norms and increasing alternative transportation options, and (2) Increasing knowledge on safe driving, pedestrian safety, and bicycle safety as youth and adults.

The fellowship leverages the power of digital storytelling, education, and community engagement to create youth-led interventions that are tailored to the needs and culture of communities of color and incorporate the NHTSA Highway Safety Countermeasure Guide as a cornerstone for proven safety countermeasures.

Countermeasure Strategy

School and Community Based Programs

Evaluation Measure(s)

Number of hyperlocal interventions developed and implemented, number of community members reached, increase in knowledge, reduction in self-reported unsafe behavior.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	TSP	$76,048.50	Not Applicable

Task Number	25-03-13
Program Name	Gunnison County Substance Abuse Prevention Projects-Addressing Community Traffic Safety (GCSAPP)
Contractor	Gunnison County

Overview of Project

GCSAPP will reach all of Gunnison County but will target youth ages 12-20. GCSAPP will utilize the Positive Youth Development (PYD) framework in upstream and primary prevention efforts with youth. The broader community will also be addressed in efforts with emphasis on stakeholders. To achieve the goals of this grant and alleviate inequities in services, GCSAPP will use the socioecological model in strategies and programming. Efforts will address the individual level with specific emphasis on impaired and distracted driver education; the family level with specific emphasis on the Graduated Driver's License (GDL) program, the community level through positive social norming for youth and adults and the societal level by providing education to the greater community and stakeholders about our community risk factors that contribute to impaired driving, excessive alcohol, and cannabis use and building readiness for ordinances that decrease underage consumption of alcohol and cannabis.

To address impaired driving, excessive alcohol and cannabis use and community norms favorable towards substance use in Gunnison County will work to reduce the number of fatalities crashes involving an impaired driver and the number of drivers aged 20 or younger involved in fatal crashes.

Countermeasure Strategy

School and Community Based Programs

Evaluation Measure(s)

Results from the Healthy Kids Colorado Survey, 2025 related to misuse of alcohol and drugs, number of GDL course provided and number of attendees, number of data presentations with key stakeholders, number of youths attending coalition meetings and activities, high-risk nights, frequency, and type of media posts.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	CP	$134,405.30	$134,405.30

Task Number	25-03-14
Program Name	2025 Traffic Safety Summit
Contractor	Highway Safety Office

Overview of Project

Funds provide registration and travel costs for external partners to conferences and coalition building for traffic safety educational programs. The funds are also used to send HSO partners and stakeholders to national conferences such as the Lifesavers Conference.

Countermeasure Strategy

Program Management

Evaluation Measure(s)

Number of attendees.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	CP	$85,000	Not Applicable

Task Number 25-03-15
Program Name Community Traffic Safety
Contractor Rural Communities Resource Center (RCRC)

Overview of Project

RCRC, a local non-profit agency, will work to reduce the number of traffic fatalities and serious injuries in traffic crashes, including unrestrained passenger vehicle occupant fatalities, in Yuma and Washington counties.

RCRC will utilize community and school outreach activities and targeted media campaigns to educate the Yuma and Washington populations about the importance of proper child passenger safety restraint use and seat belt use in all positions. RCRC will promote proper safety restraint use among several populations, including children aged 0-8, teens and young drivers, and adults.

RCRC staff who are Child Passenger Safety (CPS) technicians will conduct child safety seat checks throughout Yuma and Washington counties at community events, including resource or health fairs. RCRC will provide the Buckle Up in the Back Seat (BUBS) program in local elementary schools for 3rd - 5th graders to educate youth on seatbelt position, injury statistics, and crash impact on each passenger. Proper occupant protection guidelines and GDL law information will be distributed to parents and guardians at community resource fairs.

RCRC will use community engagement to promote positive messaging and education around proper occupant protection for all ages to reduce the number of traffic fatalities and serious injuries.

Countermeasure Strategy

School and Community Based Programs

Evaluation Measure(s)

Number of community events attended, number of people contacted, number of car seat checks, completed, number of BUBS programs delivered, and number of students engaged, number of media campaign impressions.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	CP	$83,000	Not Applicable

Task Number 25-03-16
Program Name Traffic Safety Event Marketing
Contractor Alliance Highway Safety

Overview of Project

Alliance, a for-profit organization, will educate roadway users Statewide, and will work to promote the highway safety message at numerous fairs, motors ports venues, motorcycle rallies, and high school state tournaments.

For the Fairs project Alliance will engage attendees at fairs on-site with an interactive display that drives home the highway safety message. The display will be branded with approved highway safety messaging. The display will include interactive elements to engage the audience and demonstrate the importance of safe driving behaviors.

With the Motor sports and Rodeos project, Alliance will promote the highway safety message through signage, public address announcements, social media, and an interactive highway safety display. Alliance will set up an interactive display at motorcycle rallies across the state to engage motorcycle enthusiasts. Alliance will provide educational materials to motorcycle centric business in the area to further promote

the safety message. Alliance will promote the highway safety message at the Colorado High School State Tournaments with signage, public address announcements, social media, and an interactive highway safety display.

Countermeasure Strategy

School and Community Based Programs

Evaluation Measure(s)

Number of quality engagements, number of impressions generated, and data collected through surveys at the interactive display.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	CP	$396,000.00	Not Applicable

Task Number 25-03-17
Program Name Colorado Families Acting for Community Traffic Safety (FACTS)
Contractor Family, Career and Community Leaders of America (FCCLA)

Overview of Project

FCCLA, a national non-profit organization, will work to reduce the number of crashes and traffic fatalities involving youth in Colorado. FCCLA will implement peer-to-peer traffic safety education and projects in Colorado schools, utilizing the Families Acting for Community Traffic Safety (FACTS) program.

FCCLA will continue its work in Colorado schools by increasing teen awareness and interest in traffic safety and encouraging youth leadership and civic engagement, equipping them with essential skills to promote traffic safety in their own communities. FCCLA will grow its Colorado chapter presence by providing FACTS National Programs to schools in identified areas with high rates of teen crashes and traffic fatalities. Selected chapters will receive additional support and funding to lead a traffic safety project in their schools and communities, focusing on peer-to-peer traffic safety educational activities and events based on approaches relevant to their communities.

Countermeasure Strategy

School and Community Based Programs

Evaluation Measure(s)

Number of FCCLA Colorado FACTS chapters engaged; number of peer-to-peer traffic safety projects completed; number of high school student participants; number of community members reached through peer-to-peer projects.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	TSP	$156,765.18	Not Applicable

Task Number	25-03-18
Program Name	Traffic Safety Champion
Contractor	Pikes Peak Area Council of Governments (PPACG)

Overview of Project

PPACG, a voluntary organization of municipal and county governments serving a regional community, will work to decrease crashes resulting in fatalities and serious injuries per vehicle mile traveled in El Paso, Teller, and Park counties. The PPACG Safety Champion will coordinate and lead traffic safety education efforts and collaborations within the targeted counties while representing both PPACG and Drive Smart Colorado (DSCO). PPACG will serve as a focal point for regional safety education, collaboration, and communication.

PPACG will identify and expand on existing traffic safety education efforts, challenges, opportunities, and gaps while strategizing and collaborating with community partners and stakeholders to offer a comprehensive and cohesive traffic safety education effort across the tri-county area. The Safety Champion will support the DSCO and its coalition, develop targeted traffic safety campaigns, engage teen and older drivers through awareness and education, and support tri county bike and pedestrian communities. PPACG will support community partners efforts to improve occupant protection through partnering in the tri county area to offer car seat checks, education, and resources.

Countermeasure Strategy

School and Community Based Programs

Evaluation Measure(s)

Number of stakeholders, volunteers, and activities, number of community collaborations established.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	CP	$164,957.76	$164,957.76

Task Number	25-03-19
Program Name	Fitness to Drive Initiative
Contractor	Health Promotion Partners, LLC DBA Fitness to Drive

Overview of Project

Health Promotion Partners, LLC, dba Fitness to Drive, a for-profit occupational therapy business, will implement the Fitness to Drive Initiative to reduce fatalities and serious injuries among neurodivergent novice drivers and drivers aged 65 and older in Colorado. Fitness to Drive provides occupational therapy driver rehabilitation services to youth, adults, and older adults in Colorado, primarily along the Front Range. The Fitness to Drive Initiative will serve neurodivergent youth and older adults, populations identified in the Vulnerable Roadway User Emphasis Area of the 2020-2023 Colorado's Strategic Transportation Safety Plan. As part of the Safe People category these road users have been identified as having high rates of fatalities and serious injuries due to traffic crashes.

The Fitness to Drive Initiative will combine education for vulnerable road users and professional training for healthcare professionals. The Initiative will provide education to young drivers and their parents, including Driver Readiness Workshops. The Initiative will facilitate CarFit events and provide education to Colorado older drivers and their families. Fitness to Drive will provide training opportunities for health care staff, including occupational therapists (OT), focusing on driver rehabilitations services for neurodivergent youth and older adults.

Countermeasure Strategy

School and Community Based Programs

Evaluation Measure(s)

Number of attendees and participants at community and professional events; surveys of knowledge gained from programs; number of CarFit events and participants; CarFit exit surveys; number of OT student experiences shadowing a driving evaluation; Surveys of OT students; number of Older Driver Guides delivered; feedback from Guide Surveys

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	CP	$80,410.88	Not Applicable

Task Number 25-03-20
Program Name San Luis Valley P.R.O.M. (Prevention, Raising Awareness, Oath, Maintain the Community Safe)
Contractor County of Alamosa

Overview of Project

The P.R.O.M. project will work to reduce the number of fatal crashes involving drivers aged 15-24 in the six San Luis Valley counties including Alamosa, Costilla, Conejos, Mineral, Saguache, and Rio Grande.

San Luis Valley P.R.O.M. staff will collaborate with first responders, including law enforcement, doctors, nurses, EMTs, paramedics, and firefighters for all project activities. Project staff will develop educational resources, presentations, and workshops to raise awareness and provide traffic safety educational activities for the San Luis Valley community, focusing on middle and high schools. The activities and awareness will address dangerous behaviors such as impaired driving, speeding, distracted driving, and not using passenger restraints. Activities will also aim to give youth the power and knowledge to make their community safer.

The P.R.O.M. project will engage a collaborative approach between first responders, project staff, the San Luis Valley community, and San Luis Valley youth and young drivers to effectively reduce risk factors and increase protective factors around safe driving.

Countermeasure Strategy

School and Community Based Program

Evaluation Measure(s)

Number of schools involved, number of individuals engaged, pre and post survey feedback, number of events held.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	TSP	$148,515.65	$148,515.65

Task Number 25-03-21
Program Name The Older Wiser Project
Contractor Native American Broadcasting Company (NABC)

Overview of Project

This grant serves adults aged 65 and older in the following Colorado Counties:

La Plata, Montezuma, Mesa, Garfield, Dolores, San Miguel, Delta, Ouray, Montrose, Adams, Arapahoe, Boulder, Broomfield, Clear Creek, Denver, Douglas, Gilpin, Moffat, Routt, and Rio Blanco.

NABC will create and execute public service campaigns about knowing when it is time to stop driving featuring transit partners as a solution for transportation needs.

Family members of adults aged sixty-five and older, adults planning for retirement, along with professional caretakers are also engaged for these services.

Countermeasure Strategy

School and Community Based Programs

Evaluation Measure(s)

Number of individuals exposed to educational messages, increase in number transit services utilized by the target audiences.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	OD	$83,199.60	Not Applicable

Task Number 25-03-22
Program Name Coalition on Responsible Driving (CORD)
Contractor Onward, School Community Youth Collaborative (SCYC)

Overview of Project

SCYC, a local non-profit, will work to reduce the number of alcohol related crashes and fatalities sand increase safe driving in Montezuma County, Dolores County, and La Plata County. This will be accomplished by providing pro-social activities for youth, implementing a communications campaign that brings community awareness to the harms associated with impaired driving, increasing alternative transportation options, and providing education on unrestrained passengers.

CORD will continue its work to: (1) Prevent and decrease instances of impaired driving in the region by reducing risky social norms and increasing alternative transportation options (2) Decrease youth substance used to reduce the number of drivers 20 or younger involved in fatal crashes and impaired driving (3) Increase knowledge of car seat and seat belt safety in the region.

CORD will use an upstream prevention lens to address impaired driving related to youth substance use, and seatbelt safety. CORD will utilize a Positive Youth Development Framework, to develop substance use prevention strategies to encourage safe driving. This approach will effectively reduce risk factors and increase protective factors around impaired driving.

Countermeasure Strategy

School and Community Based Programs

Evaluation Measure(s)

Number of pro-social activities implemented, increase in knowledge, number of alternative transportation options, number of educational events.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	CP	$185,000.05	Not Applicable

Task Number 25-03-23
Program Name LEL Potter
Contractor Crankset Research and Consulting, LLC.

Overview of Project

The HSO designates four Regional LELs. The Regional LELs will encourage partnership and stakeholders within state and local organizations to work and collaborate with law enforcement, healthcare providers and media to promote highway safety. The Regional LELs will serve as a link to promote the Highway Safety Offices programs: Impaired Driving, Occupant Protection, Speed, Distracted Driving, Pedestrian Safety, and Motorcycle Awareness.

Specifically, LEL's will conduct outreach to agencies identified with highest rates of impaired driving and unrestrained crashes to encourage participation in high visibility impaired driving enforcement program. Disseminate high visibility applications to prioritized agencies. Provide technical assistance support to agencies throughout application process. Review applications for accuracy, data, and need for funding.

Countermeasure Strategy

Sustained Enforcement

Evaluation Measure(s)

Number of trainings, number of presentations, number of agencies contacted, number agencies recruited, number of on-site monitoring visits, and number of capital equipment inspections conducted.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	PT	$49,280.00	Not Applicable

Task Number 25-03-24
Program Name Slow Down/Move Over Project
Contractor Colorado State Patrol (CSP)

Overview of Project

The CSP will work to increase public knowledge around Colorado's Slow Down, Move Over law and reduce the number of traffic related fatalities and serious injuries involving a worker in all work zones in Colorado. CSP will use a three-pronged statewide public safety education campaign to educate all age levels of motorists throughout the State of Colorado. The three focuses are: 1. social media, including Google and Meta ads; 2. Radio including total traffic report ads; and 3. Radio streaming services.

Through a Statewide public safety media campaign and continuous messaging, CSP will increase awareness and adoption of Colorado's Slow Down, Move Over law, resulting in decreased traffic fatalities and injuries suffered on the roadside.

Countermeasure Strategy

Communication Program

Evaluation Measure(s)

Number of media materials distributed; earned media coverage; social media activity; increases in safety awareness among drivers, reduction in work zone fatalities.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405H	M12BPE	$147,840.00	Not Applicable

FY25 Traffic Records Program Update

Colorado Traffic Records System continues to make improvements and is on par with many other states across the nation, but problems remain. Most databases still function as islands of information with limited data sharing and integration. Data remains inconsistent from one dataset to another, the quality of some data is questionable, and accessibility to the data is limited. The State Traffic Records Advisory Committee (STRAC) continues to work to solve these issues. Today more than ever, it remains vital for stakeholders to have reliable traffic records data upon which to make decisions concerning policy formulation and allocation of resources. Continuous improvements in data collection, accessibility, and quality are required to keep pace with changing needs and technology.

Project Overviews

Task Number	25-04-03
Project Name	Traffic Records Coordinator
Contractor	Traffic and Safety Engineering Branch

Overview of Project

Funds a Traffic Records Coordinator (TRC) to organize traffic records systems among all the agencies involved for the Statewide Traffic Records Advisory Committee (STRAC). The TRC will work closely with STRAC, The Colorado Department of Transportation (CDOT), The Department of Revenue (DOR), The Colorado State patrol (CSP) and other agencies (including police departments) involved with traffic records, regarding traffic safety data programs at the state, regional and national level. The TRC serves as a professional specialist with advanced knowledge of traffic safety data systems and can work independently in assisting with the development of the statewide Traffic Records (TR) program area of the Strategic Transportation Safety Plan (STSP) and Traffic Records Strategic plan. It will also assist with oversight of grant development with state and local agencies, and monitor, assist and evaluate TR grant projects. The TRC will report directly to the CDOT Program Manager and STRAC chairperson, with oversight from the STRAC vice-chairperson, STRAC secretary and 405C grant manager.

Works with the STRAC and executive leadership to craft the next version of the Traffic Records Strategic Plan to advance the timeliness, completeness, accuracy, accessibility, uniformity, and integration of Colorado's traffic records. Work in collaboration with NHTSA, FHWA and other agencies to sustain Colorado's eligibility for 405(c) program grant funding. Represent the CDOT Traffic Safety Engineering (TSE) Branch as the TRC as needed in training seminars and STRAC activities. Conduct outreach to STRAC and other agencies and organizations to inform statewide traffic record needs and identify potential data improvement partnerships. Identify and facilitate the development of statewide projects to improve traffic records such citation/adjudication, injury surveillance, crash, driver, vehicle, roadway, and others.

Countermeasure Strategy

Comprehensive TR Improvement Initiatives

Evaluation Measure(s)

R-C-1, C-T-2, C-X-1

Investigating Officers Crash Reporting Manual for the State of Colorado; Training materials; Documentation of meetings or discussions resulting in DR3447 modifications and training material updates (within two (2) weeks of meeting); Complete STRAC Annual Report as required by NHTSA; Provide STRAC Strategic Plan updates as required by NHTSA; Bi-monthly STRAC meeting minutes and Executive memos (due 1 month after meeting); Update the Traffic Records section of the Highway Safety

Plan (due 6/30/24); Performance measures, written with MPOs, for traffic records improvements (due 8/30/24)

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405c	M3DA	$300,000	Not Applicable

Task Number 25-04-04
Project Name Technology Transfer
Contractor Traffic and Safety Engineering Branch

Overview of Project

This project is to fund the attendance of seven 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:

- The latest safety data collection methods and best practices by DOTs.
- How to best utilize more accurate traffic records and highway safety data.
- How to plan and participate in a successful Traffic Records Coordinating Committee (TRCC), like Colorado's STRAC.
- Network with a variety of transportation and highway safety professionals.
- Discover how better data can help save lives.

The Traffic Records Forum is a valuable event where the users of crash records network with peers from other states. They share the knowledge of practitioners from a variety of agencies, coordinate successful examples, train on new programs, and learn challenges and successes of other state agencies. They also share research projects, and new applications of technology and resources that are available. The Forum provides opportunity for Traffic Engineers to meet with Traffic Records software developers to discuss current and future needs, (e.g., usage, collection, analysis, current and emerging technology, current systems and programs, research, current issues, and emerging needs.)

Countermeasure Strategy

Comprehensive TR Improvement Initiatives

Evaluation Measure(s)

Number of training events attended.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405c	M3DA	$25,000	Not Applicable

Task Number 25-04-05
Project Name FARS Program Support
Contractor Traffic and Safety Engineering Branch

Overview of Project

This project is necessary to support the ongoing cooperative agreement with NHTSA/NCSA. It will enable Colorado to provide an overall measure of highway safety, to help identify traffic safety problems and to suggest solutions to those problems. It will also facilitate an objective basis to evaluate the effectiveness of motor vehicle safety standards and highway safety programs. Most of the costs are funded by FARS (NHTSA); this is just supplemental funding.

Countermeasure Strategy

Comprehensive TR Improvement Initiatives

Evaluation Measure(s)

Meet or exceed the FARS quality control of timeliness, accuracy and consistency and completeness for the Colorado FARS system.

Evaluation Measure(s): C-A-1 Crash accuracy; C-T-1 Crash timeliness

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405c	M3DA	$30,000	Not Applicable

Task Number 25-04-06
Program Name BESDT Phase III
Contractor Traffic and Safety Engineering Branch

Overview of Project

The CDOT Safety and Traffic Engineering Branch (STE) has developed and implemented the Behavioral and Engineering Safety Data and Traffic (BESDT) system since 2021 to streamline the CDOT crash data QA/QC processes and provide crash data access to authorized users. In 2022 and 2023, The BESDT Phase II project has further enhanced the system with the development of additional critical functions such as data validation, duplicate record tracking and fatal blotter data reporting that improved the efficiency and accessibility of BESDT. The BESDT system currently is missing an important function of transferring the DR3447 crash data that are entered via DR3447 web form in BESDT to Colorado Department of Revenue (DOR). This missing function is preventing CDOT from implementing the DR3447 web form that enables small law enforcement agencies to submit the crash data electronically to DOR. The primary objectives of BESDT Phase III are to complete the development of electronic data transfer of Dr 3447 web form data from BESDT to DOR and further improve the data management.

Countermeasure Strategy

Comprehensive TR Improvement Initiatives

Evaluation Measure(s)

C-T-1 Crash Timeliness; C-C-2 Crash completeness.

Improve timeliness and completeness for the Colorado Crash data.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405c	M3DA	$237,360.00	Not Applicable

~~**Task Number** 25-04-07~~
~~**Program Name** Westminster E-Citation~~
~~**Contractor** City of Westminster~~

~~**Overview of Project**~~

~~The City of Westminster Police Department (WPD) is in the beginning stages of the implementation of a new e-ticket system. The framework is completed with only 10 test e-ticket units. WPD has historically taken a firm stance regarding public safety related to the model traffic code. The city budget currently maintains the department's enforcement goals and level of equipment but with no additional room to expand and/or enhance the e-ticket system. The goal is to increase the number of e-ticket licenses by~~

adding an additional 137 as well as increasing the number of citation printers by adding an additional 60 to service the additional licenses. This will allow for a decrease in time that it takes to serve an actual citation on the road as well as improve the timeliness of a citation by collecting the necessary data submitted to the Department of Motor Vehicle/Department of Revenue. Thus, increasing the efficiency of the number of citations served by the traffic/patrol officer. Adding the additional e-ticket units and citation printers, will equip the entire Traffic and Patrol Units with the e-ticket system.

Countermeasure Strategy

Comprehensive TR Improvement Initiatives

Goal 1: Through Phase I, improve the Timeliness of Citation/Adjudication Database Model.

Activities: Purchase e-ticket licenses and printers, train and begin collecting data from the e-ticket system, computer automated dispatch (CAD) and records management system (RMS). Ensure staff is tracking Personnel Services correctly for the in-kind match.

Goal 2: Through Phase II, improve the Timeliness, Accuracy and Completeness of Citation/Adjudication Database Model.

Activities: Schedule reoccurring meetings with all police department staff involved with the project to ensure the data collected is being entered and/or imported correctly to eliminate errors and missing data.

Goal 3: Through Phase III, collaborate with internal staff, local and statewide agencies such as law enforcement agencies, municipal and county courts, and Department of Motor Vehicle.

Activities: Create policies and procedures allowing our department/agency to share citation data Criminal Justice Information Services (CJIS) Compliant. Schedule necessary meetings on a weekly or monthly basis.

Evaluation Measure(s)

Improve timeliness and completeness for the Colorado Citation data Evaluation Measure(s): C/A-T-1 Citation Timeliness; C/A-A-2 Citation accuracy.

Funding Source	**Eligible Use**	**Federal Funds**	**Local Expenditure**
405c	M3DA	$181,010.00	Not Applicable

Task Number	25-04-08
Project Name	Denver Region Crash Data Consortium Pilot Project
Contractor	Traffic and Safety Engineering Branch

Overview of Project

Crash data is an important and highly utilized dataset across multiple agencies and the public. Crash data helps decision-makers understand the nature, causes, and injury outcomes of crashes. And it also provides context for the design of projects, strategies and interventions that will reduce crashes and their consequences. DRCOG recognizes that crash data processing can be improved and would like to offer our region the best crash data product possible so that unsafe roadway locations can be identified, problems can be mitigated, and we can move toward the goal of zero deaths.

This project will focus on improving crash location. DRCOG staff plan to maintain the consortium after the term position has ended and will continue to collaborate with stakeholders to improve crash records in the Denver region. In particular, the project will improve the crash system by increasing completeness by reducing the percentage of records missing latitude/longitude data; increasing integration by increasing

~~the percentage of crash records linked to a linear referencing system; and improve accessibility by increasing authorized user access to the information.~~

~~Countermeasure Strategy~~

~~Comprehensive TR Improvement Initiatives~~

~~solutions and implement based on the survey and need assessment by September 30, 2025, and end of year survey/consortium meeting by September 30, 2025.~~

~~Evaluation Measure(s)~~

~~C-C-2, C-X-1~~

~~C-C-2 Crash completeness - The percentage of crash records with no missing critical data elements. The project will help reduce the percentage of missing Lat/long data from 65% to 53%.~~

~~C-X-1 Crash accessibility - The percentage of crash records with no missing critical data elements. The project will help reduce the percentage of missing Lat/long data from 65% to 53%.~~

~~Funding Source~~	~~Eligible Use~~	~~Federal Funds~~	~~Local Expenditure~~
~~405c~~	~~M3DA~~	~~$264,750.00~~	~~Not Applicable~~

Task Number 25-04-09
Project Name CDOT Crash Data Advancement
Contractor Traffic and Safety Engineering Branch

Overview of Project

In 2021, the Colorado Department of Transportation (CDOT) Traffic Safety and Engineering Branch developed a web-based performance dashboard that displays all reporting public roadway crashes in Colorado. Users may query data on four different dashboard interfaces to better understand the numbers, causes, types, and locations of crashes statewide. This dashboard solution was originally conceived as a high-level overview of crash data for the state of Colorado. However, the dashboard does not currently meet the needs of the intended end users, which include decision-makers, stakeholders, and the public, as these users are demanding more from Colorado traffic records data and the capability of the current dashboard does not align with these demands; this poor end user experience relative to the Crash Data Dashboard is the central problem that this project aims to address.

- CDOT is currently in the RFP process to select a vendor by Sep 30, 2023, to start the dashboard development in FY 24. The project central goal is to create a new and improved public facing CDOT Crash Data Dashboard that effectively meets the core needs of the key users specifically.
- relative to accessibility to crash data. The outcome of this project will be the production of a new dashboard that at the very least successfully achieves the following objectives:
- The provision of further crash data downloading capability within the dashboard interface (available on a specific tab within the dashboard where users can apply filters and download a specific data set in their desired format),
- Access to more geolocated crash data through the creation of a customizable and filterable heat map that showcases the locations of fatal crashes across the state (as this data is already available), and potentially also showcases the locations of serious injury crashes as well (if the data is available to do so at the time of the project),
- Further integration with or linkage to other types of crash-related data sources (such as CSP and CDPHE data),
- Further detail and context around crash occurrences through the provision of better filtering and customization capability, and more data visualizations and summary data beyond what are

currently available (specifically relative to vulnerable roadway users and non-motorists, crash types, driver actions, and contributing factors),
- Improved navigation ability both to and within the dashboard, which will be achieved by housing the dashboard on a separate external website to allow all stakeholders to access it more readily and by improving the flow of information on the dashboard by adding more granular tabs and pages that respond to specific topics of interest, and
- Improved explanation of the data and terminology used within the dashboard via the creation of a detailed and easy to navigate user guide that is made available on an introduction page to the dashboard.

Countermeasure Strategy

Comprehensive TR Improvement Initiatives

Evaluation Measure(s)

C-X-I Crash Accessibility

To measure Accessibility, the principal users of the crash data dashboard will be identified.

Users will be contacted (via the many contacts available through CDOT) and asked to complete a satisfaction survey upon the successful launch of the new CDOT Crash Data Dashboard.

Additional user feedback workshops may be held as part of the evaluation strategy for Accessibility (to facilitate further data gathering and ensure that honest feedback is fully captured and integrated).

The method of data collection and the principal users' responses will be thoroughly documented.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405c	M3DA	$392,000.00	Not Applicable

Task Number 25-04-10
Project Name Denver Geocoding
Contractor City and County of Denver

Overview of Project

There were 58,637 off-highway system crash records reported between 2017 through 2021 in Denver County, most of which were reported with no coordinate information from the source crash report. While the Denver Regional Council of Governments (DRCOG) has assigned coordinates to many of these crashes for 2017 – 2020 using an automated process, numerous crashes are assigned to incorrect locations due to crash offsets that were not corrected against roadway centerlines, locating of crashes to intersections with tied potential matching locations, locating of crashes to incorrect partially matched locations, and locating of crashes reported at physical addresses on top of buildings as opposed to street centerlines. Incomplete or missing location information in crash data often obscure crash causality and lead to the construction of inappropriate counter measures.

In order to ensure accurate spatial locations for safety analyses, all off-highway system crashes for 2017 – 2021 in Denver County will be geocoded using the same geocoder used by Denver County E-911 systems, which provides more granular control of the geocoding process, such as locating crashes reported to physical addresses to their corresponding street centerline. These crash records will undergo spatial geolocating, intersection offset correction, encoding of linear referencing information, and quality control for uniformity and completeness under this project.

There are 1,961 miles of city and county roads in Denver County that presently have no linear referencing system assignment. Implementation of this project is expected to improve the quality, uniformity, and completeness of crash records in Denver County.

At the completion of this project, Denver County will provide corrected crash records to CDOT's Traffic and Safety Branch to be included in the state's permanent crash records file. This work will provide a sustainable methodology to ensure reliable quality of off-system traffic records in Denver County going forward.

Countermeasure Strategy

Comprehensive TR Improvement Initiatives

Evaluation Measure(s)

C-A-1 Crash accuracy; C-T-1 Crash timeliness

Improve timeliness and completeness for the Colorado Crash data Evaluation Measure(s): C-C-2 Crash completeness.

At least 99% of off-highway system crash records will be assigned coordinates and linear reference route & measure attributes for 2017 - 2021.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405c	M3DA	$66,825	Not Applicable

Task Number 25-04-11
Project Name E-Citation Phase II Project
Contractor Traffic and Safety Engineering Branch

Overview of Project

Several voting agency members of the Statewide Traffic Records Advisory Committee (STRAC) are collaborating to utilize digital technologies, including Colorado Department of Revenue (CDOR) Application Programming Interfaces (API), to move towards electronic transmission of a citation. The electronic transmission of a citation will include the issuance of a citation from law enforcement to CDOR (penalty assessment) and Judicial (summons), then any unpaid penalty assessments to court hearing and adjudicated convictions back to CDOR, and then ending with any update to a driver record. With the increasing number of citations issued each year, state partners have identified the need to move away from manually written, mailed, or emailed, paper citation forms; 50% or more being issued by the Colorado State Patrol (CSP) daily. Additionally, citations are issued by more than 220 Colorado Law Enforcement Partners (LEA's) which are being sent to CDOR to be processed annually. By digitizing the citation process from officer issuance to court rulings (adjudication), each participating agency will also improve their individual agency work functions, using electronic transmission to share and process a citation between partners through its lifecycle.

Countermeasure Strategy

Comprehensive TR Improvement Initiatives

Evaluation Measure(s)

C/A-T-1 Citation Timeliness; C/A-A-2 Citation Accuracy

Reduction in critical elements with errors. Measured as the percentage of citation records with no errors in 10 critical data elements. The 10 critical data elements are: location, court information, driver license

number, citation number, law enforcement agency, offense/serve date, common code, CMV, school zone, and CDL. These critical data elements account for approximately 77% of all citation errors.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405c	M3DA	$341,740	Not Applicable

Task Number 25-04-12
Project Name Geocoding and Linear Referencing System Creation for Off-Highway System Crashes in City of Boulder
Contractor City of Boulder

Overview of Project

The primary goal of this project is to implement a methodology for populating coordinate information and create linear referencing for off-highway system crash records in the City of Boulder. Following the completion of this project, City of Boulder will provide a Linear Referencing System (LRS) and accurately populated coordinates for 99% of off-highway system crash records to the CDOT Traffic and Safety Branch to be included in the state's permanent crash records file. This work will provide a sustainable methodology to ensure reliable quality of off-highway system crash records into the future.

Countermeasure Strategy

Comprehensive TR Improvement Initiatives

Evaluation Measure(s)

C-A-1 Crash accuracy; C-T-1 Crash timeliness

Improve timeliness and completeness for the Colorado Crash data Evaluation Measure(s): C-C-2 Crash completeness.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405c	M3DA	$21,750.00	Not Applicable

Task Number 25-04-13
Project Name JeffCom911 CAD-to-CAD Hub and Data Spoke
Contractor Jeffcom

Overview of Project

The goal of the CAD-to-CAD Hub and Data Spoke is to automatically populate crash location data from emergency computer aided dispatch to responding agency databases/systems, such that real-time crash information feeding into local law enforcement Records Management System (RMS) are auto transferred on to the relevant reporting agency’s DR 3447 Crash Report.

Countermeasure Strategy

Comprehensive TR Improvement Initiatives

Evaluation Measure(s)

C-T-1 Crash Timeliness

Utilization of CAD-to-CAD directly influences the timeliness and accuracy of reporting by ensuring the law enforcement agency responsible for completing the State of Colorado Traffic Crash Report is notified of a crash at the time it is first reported.

Measurement Formula:

First key stroke entered by communications center call taker is captured in CAD, as is additional pertinent information, such as time of responders on scene; time of call transfer is also captured in CAD. Field responder arrival times in instances when information is transferred from one agency to another will be 100% reduced with the CAD-to-CAD (CAD interoperability) solution.

Time to transfer 2,670 calls to CSP: 09/01/2022 – 08/31/2023 = 06h:12m:05s CAD Data points transferred to DR3447: 09/01/2022 – 08/31/2023 = none

Estimated time to transfer 2,670 +/- calls to CSP: 10/01/2023 – 09/30/2024 = 2h45m0s (assume 01/01/2024 go live date)

Estimated CAD Data points transferred to DR3447: (2,670 +/- x 3 data points per DR3447) 10/01/2023 – 09/30/2024 = 6,000 data points per DR3447 (assume 01/01/2024 go live date)

The project will evaluate performance by measuring actual time to transfer and CAD Data points transferred and comparing those values to the reference period.

b	Eligible Use	Federal Funds	Local Expenditure
405c	M3DA	$125,230	Not Applicable

FY25 Occupant Protection and Child Passenger Safety Program Update

In Colorado in 2023 preliminary data indicates there were 720 traffic fatalities. Of those fatalities, 212 involved an unrestrained occupant and the 2023 seat belt survey estimated usage is 88.6%.

Child passenger safety (CPS) inspection stations give parents and caregivers assistance from certified technicians on the proper fit of a child passenger restraint system. Certified CPS technicians and instructors provide information to the traveling public about proper seating positions for children and air bag equipped motor vehicles, the importance of restraint use and instruction on the proper use of child restraint systems. High visibility enforcement (HVE) of unrestrained vehicle occupants is an effective countermeasure to reduce the incidents of unrestrained fatalities.

These strategies are part of a comprehensive, evidence-based effort to improve occupant protection statewide to reduce the prevalence of unrestrained injuries and fatalities.

Project Overviews

The HSO distributes funding for all project and strategies based on problem identification, geo-spatial and socio-demographic data, and agency capacity.

Task Number	25-05-01
Program Name	FY25 Child Passenger Safety
Contractor	Colorado State Patrol (CSP)

Overview of Project

To address the number of fatalities and serious bodily injuries due to improper child safety restraints the CSP will increase the number of newly certified/recertified child passenger safety technicians and increase the number of Child Passenger Safety awareness education and enforcement activities.

Child Passenger Safety inspection stations are designed to give parents and caregivers assistance from certified technicians on the proper fit of a child passenger restraint system. Certified Child Passenger Safety technicians and instructors provide information to the traveling public about proper seating positions for children and air bag-equipped vehicles, the importance of restraint use, and instruction on the proper use of child passenger restraint systems. This strategy is part of a comprehensive evidence-based effort to improve occupant protection statewide to reduce the prevalence of unrestrained injuries and fatalities.

Countermeasure Strategy

Child Restraint System Inspection Station(s)

Evaluation Measure(s)

Number of courses held in identified areas to increase the number of newly certified/recertified child passenger safety technicians in underserved areas and across the state; number of courses held to maintain number of certified technicians across the state; creation of media to increase education, and enforcement awareness throughout the state.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405b	M2TR	$392,450.66	Not Applicable

Task Number 25-05-02
Program Name Child Passenger Safety (CPS)
Contractor Health One/ Swedish Hospital (SMC)

Overview of Project

Arapahoe & Denver counties remain among the top three counties in Colorado for serious injury from car crashes and Arapahoe County is the third leading county of unrestrained occupant fatalities. SMC is geographically closest to these two counties and as a level-one trauma center.

SMC will focus on accessibility, equity, and improving processes related to CPS. This will be accomplished by ensuring that the SMC car seat fit station serves two of the leading counties Denver & Arapahoe. SMC will also provide CPS educational sessions to targeted populations and will continue to provide SMC staff with ongoing education and resources about CPS.

Countermeasure Strategy

Child Restraint System Inspection Station(s)

Evaluation Measure(s)

Number of car seat check events, number of educational sessions

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	CP	$48,327.00	Not Applicable

Task Number 25-05-03
Program Name Occupant Protection Tech Transfer
Contractor Highway Safety Office

Overview of Project

Funds provide registration and travel costs to conferences and events related to community outreach and coalition building for external partners in traffic safety educational programs. The funds are also used to send HSO partners and stakeholders to national conferences such as the Lifesavers Conference.

Countermeasure Strategy

School and Community Based Programs

Evaluation Measure(s)

Number of people trained.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	CP	$15,000	Not Applicable

Task Number 25-05-04
Program Name Click It or Ticket
Contractor Statewide Local Law Enforcement Agencies

Overview of Project

Lower than average seat belt use rates and high unbelted occupant fatality rates continues to be a challenge throughout Colorado. The statewide average seat belt compliance rate for has improved slightly from 87% in 2022 to 88.66% in 2023. This is the highest seat belt usage rate in the past 10 years in Colorado. The Statewide seat belt usage rate is still below the national average.

The goal of this project is to encourage all Colorado local law enforcement agencies to enforce the occupant protection laws through a combination of enforcement, education, and awareness. This project funds the enforcement of occupant protection laws at the local level in conjunction with the "Click It or Ticket" high-visibility enforcement campaigns.

Countermeasure Strategy

Sustained enforcement

Evaluation Measure(s)

Number of citations issued number of educational contacts.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	OP	$500,000.00	$500,000.00

Task Number 25-05-05
Program Name 2025 Seatbelt Survey
Contractor Atelior, LLC.

Overview of Project

Atelior, a for profit organization will conduct a seat belt survey of roadway users in Colorado. Traffic fatalities involving unrestrained occupants have been on the rise in recent years.

Atelior trains observers to visually count the rate of seat belt use across various vehicle categories. Observations take place across the highest-rated counties for fatalities over a one-week period in the summer. After the data are collected, an analysis is conducted to determine the seat belt usage rate statewide as well as the rate in each county observed. This study aids in planning for where to place a larger emphasis on patrolling as well as extending educational programs. Further, the study investigates trends in seat belt usage longitudinally.

Countermeasure Strategy

Program Management

Evaluation Measure(s)

Completion of the seat belt survey study and final report to CDOT

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	OP	$275,571.96	Not Applicable

Task Number 25-05-06
Program Name Traffic Safety Recognition Events
Contractor Highway Safety Office

Overview of Project

Two regional recognition events will be hosted in 2025. These recognition events will recognize law enforcement officers for their dedication and commitment to enforcing impaired driving laws in the State. These events will also include an educational element related to impaired driving enforcement. Funds will be used for expenses related to venue, plaques, associated travel for external partners.

Countermeasure Strategy

Program Management

Evaluation Measure(s)

Number of events number of officers recognized.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	PT	$70,000.00	Not Applicable

FY25 Communications Program Update

As Colorado fatalities continue to rise, a robust communication strategy is critical to create greater awareness among the traveling public. Communications campaigns are developed based on problem identification to address specific behavioral traffic safety challenges.

Communications and outreach campaigns for the public are designed to educate, inform, and provide resources regarding the behavioral traffic safety challenges on Colorado's roadways and efforts to address them. These campaigns also provide information regarding numerous high visibility enforcement campaigns. These strategies are part of a comprehensive, overall traffic safety program and are designed to reduce fatalities and serious injuries on Colorado roadways. \

With several strong campaigns developed, the HSO will continue to focus heavily on media buys in 2025 to showcase the creative materials. These campaigns will also continue to use earned media and stakeholder engagement to generate additional public awareness.

Project Overviews

Task Number	25-08-01
Program Name	High-Visibility DUI Enforcement - PR/Evaluation
Contractor	CIG, Corona Insights

Overview of Project

CIG, a full-service public relations agency based in Denver, will conduct the public outreach strategy for the high visibility The Heat Is On enforcement campaign. Associated activities include the development of creative material, stakeholder relations, press releases, event logistics, outreach to the news media, research, and strategic communications. The target geography will be statewide with special emphasis in areas with higher numbers of deaths that involve impaired drivers. The target audience will be young males 21–34 years old, which is the demographic most at risk of driving impaired.

Corona Insights, a market research firm based in Denver, will conduct statewide research on impaired driving knowledge, behaviors, and campaign effectiveness.

According to data from the Colorado Department of Transportation, in 2023, there were 218 motor vehicle deaths involving an alcohol-impaired driver. From 2022 to 2023, there was a decrease in impaired driving fatalities by 23.8%. There were 716 lives lost on Colorado roads in 2023, up 60% since 2011. Close to 31% of those deaths involved an impaired driver. Since 2019, there has been a 34% increase in the number of fatalities involving an impaired driver.

Countermeasure Strategy

Communication Campaign

Evaluation Measure(s)

Project evaluation will be based on process and outcome measurements. This will include paid media coverage, earned media coverage, social media activity, increases in safety awareness among drivers, and /or decrease in motor vehicle injuries or fatalities. Outcomes will be based on number of media impressions produced by the campaign.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405d	M5PEM	$180,000	Not Applicable

Task Number	25-08-02
Program Name	High-Visibility DUI Enforcement – Paid Media
Contractor	Vladimir Jones

Overview of Project

Vladimir Jones, an advertising agency based in Colorado Springs, will conduct the mass media portion of the high visibility The Heat Is On enforcement campaign. Associated activities include work on the media strategy, media research, audience analytics, and media buys. Target audiences will be those most at risk of a DUI. Media will be placed statewide with an emphasis on areas with a high number of DUI-related fatalities. Reaching young males 21–34 years old, which is the demographic most at risk of driving impaired, will be prioritized.

According to data from the Colorado Department of Transportation, in 2023, there were 218 motor vehicle deaths involving an alcohol-impaired driver. From 2022 to 2023, there was a decrease in impaired driving fatalities by 23.8%. There were 716 lives lost on Colorado roads in 2023, up 60% since 2011. Clost to 31% of those deaths involved an impaired driver. Since 2019, there has been a 34% increase in the number of fatalities involving an impaired driver.

Countermeasure Strategy

Communication Campaign

Evaluation Measure(s)

Project evaluation will be based on process and outcome measurements. This will include paid media coverage, earned media coverage, social media activity, increases in safety awareness among drivers, and /or decrease in motor vehicle injuries or fatalities. Outcomes will be based on number of media impressions produced by the campaign.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405d	M5PEM	$470,000	Not Applicable

Task Number	25-08-03
Program Name	High-Visibility DUI Enforcement – Paid Media
Contractor	Hispanidad

Overview of Project

Hispanidad, a marketing agency based in Denver, will target Spanish-speaking individuals in Colorado with a culturally and linguistically relevant The Heat Is On impaired driving awareness campaign. The focus will be on Hispanic males 21-54, who tend to be most at risk for impaired driving. The mass media and public relations campaign will target this audience to message the importance of not driving impaired. Associated activities include work press releases, media events, stakeholder engagement, news media partnerships and creative concepting. Target audiences will be those most at risk of a DUI.

According to data from the Colorado Department of Transportation, in 2023, there were 218 traffic related fatalities involving an alcohol-impaired driver. From 2022 to 2023, there was a decrease in impaired driving fatalities by 23.8%. There were 716 lives lost on Colorado roads in 2023, up 60% since 2011. Close to 31% of those deaths involved an impaired driver. Hispanic males are at an increased risk of impaired driving.

Countermeasure Strategy

Communication Campaign

Evaluation Measure(s)

Project evaluation will be based on process and outcome measurements. This will include paid media coverage, earned media coverage, social media activity, increases in safety awareness among drivers, and /or decrease in motor vehicle injuries or fatalities. Outcomes will be based on number of media impressions produced by the campaign.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405d	M5PEM	$160,000	Not Applicable

Task Number 25-08-04
Program Name Motorcycle Safety - Rider
Contractor Vladimir Jones, CIG

Overview of Project

Vladimir Jones, an advertising agency based in Colorado Springs, will conduct a mass media campaign to educate motorcycle riders on the benefits of protective gear, helmet use and / or conspicuity. This work will include a paid media buy, media strategy, research, and online analytics as part of the statewide campaign. Areas will be targeted where motorcyclist deaths are most common. Media placement will target where motorcyclists most often obtain information.

CIG, a full-service public relations agency in Denver, will conduct outreach tactics to garner earned media coverage on the safety of motorcycle riders. Associated activities may include the development of creative material, stakeholder relations, press releases, event logistics, outreach to the news media, research, and strategic communications.

According to the Colorado Department of Transportation, there were 134 motorcyclist fatalities in 2023, a 10% increase from 2022. Of the 134 motorcyclists who died in 2023, 67 were not wearing helmets. In 2023, the 134 motorcyclists that were killed on Colorado roads represented 19% of the state's total traffic fatalities, but only 3% of the state's vehicle registrations. Motorcycles made up 19.7% of all Colorado fatalities in 2022 and 19% in 2023.

Countermeasure Strategy

Communication Campaign

Evaluation Measure(s)

Project evaluation will be based on process and outcome measurements. This could include number of materials distributed, earned media coverage, paid media coverage social media activity, increases in helmet use, and /or observed decrease in motorcyclist injuries and fatalities. FARS data will be used to identify changes in motorcyclist fatalities. Media impression data will be tracked monthly to identify campaign reach.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	MC	$140,000	Not Applicable

Task Number 25-08-04
Program Name Motorcycle Safety - Driver
Contractor Vladimir Jones, CIG

Overview of Project

Vladimir Jones, an advertising agency based in Colorado Springs, will conduct a mass media campaign to educate drivers to use caution near motorcycles. This project will help educate drivers on precautions to

avoid collisions with motorcycles and increase general awareness of importance of watching for motorcycles on the road. This work will include a paid media buy, media strategy, research, and online analytics as part of the statewide campaign. Areas will be targeted where most motorcycle deaths occur. Media placement will target where drivers most often obtain information.

CIG, a full-service public relations agency in Denver, will conduct outreach tactics to garner earned media attention to the issue of motorcycle safety. Associated activities may include the development of creative material, stakeholder relations, press releases, event logistics, outreach to the news media, research, and strategic communications.

According to the Colorado Department of Transportation, there were 134 motorcyclist fatalities in 2023, a 10% increase from 2022. In 2023, the 134 motorcyclists that were killed on Colorado roads represented 19% of the state's total traffic fatalities, but only 3% of the state's vehicle registrations.

Countermeasure Strategy

Communication Campaign

Evaluation Measure(s)

Project evaluation will be based on process and outcome measurements. This could include number of materials distributed, earned media coverage, paid media coverage, social media activity, increases in safety awareness among drivers, and /or observed decrease in motorcycle injuries and fatalities. FARS data will be used to identify changes in motorcycle fatalities. Impression data will be tracked monthly to identify campaign reach.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405f	M11MA	$95,000	Not Applicable

Task Number	25-08-05
Program Name	CIOT Seat Belts - PR/Evaluation Plus Rural
Contractor	CIG, Corona Insights, Vladimir Jones

Overview of Project

CIG, a full-service public relations agency based in Denver, will conduct the public outreach strategy for Click It Or Ticket seat belt enforcement campaign. Associated activities include the development of creative material, stakeholder relations, press releases, event logistics, outreach to the news media, research, and strategic communications. The target geography will be statewide with special emphasis in areas with higher numbers of unbuckled deaths. The target audience will be young males 21–34 years old, which is the demographic most at risk of not using seat belts.

Corona Insights, a market research firm based in Denver, will conduct statewide research on seat belt knowledge, behaviors, and campaign effectiveness.

Vladimir Jones, an advertising agency based in Colorado Springs, will conduct outreach in rural Colorado through a paid media buy, utilizing a targeted approach in high-risk areas. Activities will also include work on a media strategy, media research, and audience analytics.

According to the Colorado Department of Transportation, passenger vehicle occupant fatalities without restraint decreased by 8% from 2022 to 2023. The seat belt use rate of Colorado is at 88.6% which is below the national use average of almost 92%. In 2023, there were 223 unbuckled fatalities in Colorado. The counties with the highest number of unbuckled fatalities were Weld (23), El Paso (22), and Arapahoe (22) counties. Seat belt use tends to be lower in rural counties of the state.

Countermeasure Strategy

Communication Campaign

Evaluation Measure(s)

Project evaluation will be based on process and outcome measurements. This could include number of materials distributed, earned media coverage, paid media coverage, social media activity, increases in seat belt use among drivers, and /or observed decrease in unbelted motor vehicle injuries and fatalities. Fatality data will come from NHTSA and behavioral data will come from CDOT's annual driver survey and its annual seat belt use study.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405b	M2HVE	$181,000	Not Applicable

Task Number 25-08-06
Program Name CIOT Seat Belts – Paid Media
Contractor Vladimir Jones

Overview of Project

Vladimir Jones, an advertising agency based in Colorado Springs, will conduct a mass media advertising campaign in conjunction with the May Mobilization CIOT enforcement period. Activities will include work on a paid media buy, media strategy, media research, and audience analytics.

According to the Colorado Department of Transportation, passenger vehicle occupant fatalities without restraint decreased by 8% from 2022 to 2023. The seat belt use rate of Colorado is at 88.6% which is below the national use average of almost 92%. In 2023, there were 223 unbuckled fatalities in Colorado. The counties with the highest number of unbuckled fatalities were Weld (23), El Paso (22), and Arapahoe (22) counties. Seat belt use tends to be lower in rural counties of the state.

Countermeasure Strategy

Communication Campaign

Evaluation Measure(s)

Project evaluation will be based on process and outcome measurements. This will include paid media coverage, social media activity, increases in seat belt use among drivers, and /or observed decrease in unbelted motor vehicle injuries and fatalities. Fatality data will come from NHTSA and behavioral data will come from CDOT's annual driver survey and its annual seat belt use study.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405b	M2HVE	$310,000	Not Applicable

Task Number 25-08-07
Program Name Hispanic Occupant Protection
Contractor Hispanidad

Overview of Project

Hispanidad, a marketing agency based in Denver, will target Spanish-speaking individuals in Colorado with a culturally and linguistically relevant seat belt awareness campaign. The focus will be on Hispanic males 21-54, who tend to be most at risk for not buckling up. This project will focus on Hispanic males 21-54 to remind this segment of the importance of proper occupant protection for everyone in a vehicle, especially during the Click it or Ticket statewide May Mobilization enforcement period. Messages will be

designed for mass media and public relations campaigns to remind this audience of the importance of buckling up. Associated activities include press releases, media events, stakeholder engagement, news media partnerships and creative concepting.

According to the Colorado Department of Transportation, passenger vehicle occupant fatalities without restraint decreased by 8% from 2022 to 2023. The seat belt use rate of Colorado is at 88.6% which is below the national use average of almost 92%. In 2023, there were 223 unbuckled fatalities in Colorado. The counties with the highest number of unbuckled fatalities were Weld (23), El Paso (22), and Arapahoe (22) counties. Seat belt use tends to be lower in rural counties of the state.

Countermeasure Strategy

Communication Campaign

Evaluation Measure(s)

Project evaluation will be based on process and outcome measurements. This could include number of materials distributed, paid media coverage, earned media coverage, social media activity, increases in safety awareness among drivers, and /or observed decrease in motor vehicle injuries and fatalities as related to seat belts.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	PM	$160,000	Not Applicable

Task Number 25-08-08
Program Name GDL and Teen Driving
Contractor CIG and Vladimir Jones

Overview of Project

Vladimir Jones, an advertising agency based in Colorado Springs, will conduct a mass media advertising campaign to raise awareness of teen driving safety and the special rules that apply to teen drivers. This work will include a paid media buy, media strategy, research, and online analytics as part of the statewide campaign. Teens will be targeted across the state. Media placement will target where teens drivers most often obtain information.

CIG, a full-service public relations agency in Denver, will conduct outreach tactics to garner earned media attention on the issue of teen driving safety a focus on GDL laws. Associated activities may include the development of creative material, stakeholder relations, press releases, event logistics, outreach to the news media, research, and strategic communications.

According to Colorado Fatal Crash Data, the number of young driver (ages 15 to 20) fatalities increased by 8% from 2022 to 2023. Further, individuals ages 15-20 made up about 8% of the total population of Colorado in 2021 and 9% of all drivers involved in fatal crashes. Over the past 22 years, GDL laws have contributed to a near 50% reduction in traffic fatalities involving young drivers. NHTSA reports that in 2022, 50% of teen drivers who died were unbuckled. When the teen driver involved in the fatal crash was unbuckled, nine out of 10 of the passengers who died were also not wearing their seat belts.

Countermeasure Strategy

Communication Campaign

Evaluation Measure(s)

Project evaluation will be based on process and outcome measurements. This could include number of materials distributed, paid media coverage, earned media coverage, social media activity, increases in safety awareness, and /or observed decrease in motor vehicle injuries and fatalities.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	PM	$110,000	Not Applicable

Task Number 25-08-09
Program Name Child Passenger Safety
Contractor CIG, Vladimir Jones

Overview of Project

Vladimir Jones, an advertising agency based in Colorado Springs, will conduct a mass media advertising campaign to raise awareness of child passenger safety, including the proper use of car seats, booster seats and seat belts. This statewide work will include a paid media buy, media strategy, research, and online analytics as part of the statewide campaign. Parents of young children will be targeted across the state. Media placement will target where parents and caregivers most often obtain information.

CIG, a full-service public relations agency in Denver, will conduct outreach tactics to garner earned media attention on the issue of child passenger safety. Associated activities may include the development of creative material, stakeholder relations, press releases, event logistics, outreach to the news media, research, and strategic communications.

According to the Colorado Department of Transportation, between 2020 and 2023 in Colorado, 29 children under the age of 9 were killed in passenger vehicle crashes. NHTSA estimates that most children are improperly secured in car seats or are in the incorrect car seat for their age. According to the Colorado Problem Identification Report, observations of child (ages 0-4) restraint use in the front or rear of the vehicle varied between 83 and 95 percent for the past decade.

Countermeasure Strategy

Communication Campaign

Evaluation Measure(s)

Project evaluation will be based on process and outcome measurements. This will include number of materials distributed, earned media coverage, paid media impressions, social media activity, and /or observed decrease in motor vehicle injuries and fatalities. The outcomes directly address the objective for this project.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405b	M2PE	$75,000	Not Applicable

Task Number 25-08-10
Program Name PR Program Media Support
Contractor CIG, Hispanidad

Overview of Project

CIG, a full-service public relations agency in Denver, and Hispanidad, a marketing agency based in Denver, will support the communications senior staff with tactical program implementation to further maximize the reach and effectiveness of the occupant protection campaign, the impaired driving

campaign, and other traffic-safety campaigns as needed. Funds will also be used to translate material into Spanish across nine traffic safety campaigns, including paid media, social media, press releases and earned media. Other activities will include managing materials, assets, and mailings; developing a monthly newsletter; fielding on-line questions from the public; gathering research; disseminating information; and building relationships with community stakeholders to further communications reach. Finally, funds will be used to raise awareness about the dangers of leaving occupants unattended in parked vehicles, including the risk of heat stroke.

Countermeasure Strategy

Communication Campaign

Evaluation Measure(s)

Project evaluation will be based on process and outcome measurements. This may include number of materials distributed, number and size of assets developed, social media activity, and /or observed decrease in motor vehicle injuries and fatalities.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	PM/UNATTD	$175,000	Not Applicable

Task Number 25-08-11
Program Name Distracted Driving
Contractor CIG, Hispanidad, Vladimir Jones, RR Partners

Overview of Project

CIG, a full-service public relations agency in Denver, will conduct the public outreach strategy to raise awareness of the dangers of distracted driving. Outreach will also focus on the new hand-free law that goes into effect January 1, 2025, in Colorado. Associated activities include the development of creative material, stakeholder relations, press releases, event logistics, outreach to the news media, research, and strategic communications.

Hispanidad, a marketing agency based in Denver, will target Spanish-speaking individuals in Colorado with a culturally and linguistically relevant distracted driving awareness campaign. Associated activities may include the development of creative material, stakeholder relations, press releases, event logistics, outreach to the news media, translation services, research, and strategic communications.

RR Partners, a full-service marketing agency with offices in Salt Lake City, will provide updates to creative assets with information on Colorado’s new hands-free law for cell phones.

Vladimir Jones, an advertising agency based in Colorado Springs, will conduct a mass media advertising campaign on distracted driving. Activities will include work on a paid media buy, media strategy, media research, and audience analytics.

According to the Colorado Department of Transportation, in 2020, 10,166 crashes involved a distracted driver which resulted in 1,476 injuries and 68 fatalities. According to CDOT’s Problem Identification Report, distracted driving was the third leading cause of traffic crashes in 2021, and from 2012 to 2022, 718 Coloradans lost their lives in a distracted driving crash. In 2023, according to CDOT's annual driver survey, 91% of participants reported driving distracted in the past seven days, 61% admitted to reading a message on their phones while driving, close to 45% talked on a cell phone while driving, and 44% sent a message while driving.

Countermeasure Strategy

Communication Campaign

Evaluation Measure(s)

Project evaluation will be based on process and outcome measurements. This could include number of materials distributed, paid media coverage, earned media coverage, social media activity, increases in safety awareness among drivers, and /or observed decrease in motor vehicle injuries and fatalities.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	PM	$200,000	Not Applicable

Task Number 25-08-12
Program Name Pedestrian Safety
Contractor CIG, Hispanidad, Vladimir Jones, RR Partners

Overview of Project

CIG, a full-service public relations agency in Denver, will conduct the public outreach strategy to raise awareness about pedestrian safety in Colorado. Outreach will include information designed to inform motorists and nonmotorized road users regarding nonmotorized road user safety, including traffic laws applicable to nonmotorized road users, and the laws related to responsibilities of motorists.

Hispanidad, a marketing agency based in Denver, will target Spanish-speaking individuals in Colorado with a culturally and linguistically relevant pedestrian safety awareness campaign. Associated activities may include the development of creative material, stakeholder relations, press releases, event logistics, outreach to the news media, translation services, research, and strategic communications. RR Partners, a full-service marketing agency with offices in Salt Lake City, will provide updates to creative assets as needed to communicate the pedestrian safety laws in Colorado. Vladimir Jones, an advertising agency based in Colorado Springs, will conduct a mass media advertising campaign on pedestrian safety. Activities will include work on a paid media buy, media strategy, media research, and audience analytics.

According to the Colorado Department of Transportation, there were 133 pedestrian fatalities in Colorado in 2023, accounting for 18.6% of all Colorado fatalities. The vast majority (74%) of fatal pedestrian crashes were found to have occurred at night, and older adults ages 61-70 accounted for the highest proportion of pedestrian fatalities at 20%. In 2023, El Paso, Arapahoe, and Denver counties had the most pedestrian fatalities. In the last decade, pedestrian fatalities in Colorado have surged by 96%.

Countermeasure Strategy

Communication Campaign

Evaluation Measure(s)

Project evaluation will be based on process and outcome measurements. This may include number of materials distributed, earned media coverage, paid media impressions, social media activity, increases in safety awareness among drivers, and /or observed decrease in pedestrian injuries and fatalities.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405h	PM	$300,000	Not Applicable

Task Number 25-08-13
Program Name Occupant Protection
Contractor Xuma, Vladimir Jones

Overview of Project

Xuma, an advertising and strategic communications agency in Denver, will conduct the public outreach strategy to raise awareness about seat belt safety in Colorado. Outreach will focus on education and awareness, as opposed to enforcement. Associated activities include stakeholder relations, press releases, event logistics, creative material, outreach to the news media, research, and strategic communications. The target geography will be statewide, including rural areas where seat belt use tends to be lowest.

Vladimir Jones, an advertising agency based in Colorado Springs, will conduct a mass media advertising campaign on seat belt safety. Activities will include work on a paid media buy, media strategy, media research, and audience analytics.

According to the Colorado Department of Transportation, passenger vehicle occupant fatalities without restraint decreased by 8% from 2022 to 2023. Data shows that when you wear a seat belt, the chance of injury or death is reduced by 65%. The seat belt use rate of Colorado is at 88.6% which is below the national use average of 92%. In 2023, there were 223 unbuckled fatalities in Colorado. The counties with the highest number of unbuckled fatalities were Weld (23), El Paso (22), and Arapahoe (22) counties. Overall, seat belt compliance tends to be lowest in rural areas of the state.

Countermeasure Strategy

Communication Campaign

Evaluation Measure(s)

Project evaluation will be based on process and outcome measurements. This may include number of materials distributed, earned media coverage, paid media impressions, social media activity, increases in seat belt use, and /or observed decrease in unbelted injuries and fatalities.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	OP	$250,000	Not Applicable

Task Number 25-08-14
Program Name Speed Communications
Contractor CIG, Vladimir Jones

Overview of Project

CIG, a full-service public relations agency in Denver, will conduct the public outreach strategy to raise awareness about the dangers of speeding on Colorado roadways. Outreach will focus on education and awareness, as well as laws and enforcement. Associated activities include stakeholder relations, press releases, event logistics, creative material, outreach to the news media, research, and strategic communications. The target population will be statewide, including rural areas where seat belt use tends to be lowest.

Vladimir Jones, an advertising agency based in Colorado Springs, will conduct a mass media advertising campaign on speeding. The campaign will develop and implement a strategic statewide media buy to help motivate and foster change among drivers who speed and lead to behavior change and safer roads. Activities will include work on a paid media buy, media strategy, media research, and audience analytics.

According to the Colorado Department of Transportation, over 40% of speeding related crashes occur on non-interstate rural roads in Colorado. Urban interstates account for the next highest portion of speeding related crashes at 37%.

Countermeasure Strategy

Communication Campaign

Evaluation Measure(s)

Project evaluation will be based on process and outcome measurements. This will include paid media coverage, earned media coverage, social media activity, increases in safety awareness among drivers, and /or observed decrease in motor vehicle injuries and fatalities.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	PM	$200,000	Not Applicable

FY25 Non-Motorized Safety Programs Update

In Colorado in 2023 preliminary data indicates there were 720 traffic fatalities. These fatalities included 136 pedestrians and 20 bicyclists.

Targeted enforcement and education are directed at drivers, pedestrians and bicyclists who are high risk for violations of traffic laws. Deploying law enforcement and other educational resources in areas, identified through problem identification, as having high incidents of fatalities and serious injuries involving non-motorized roadway users, is an effective strategy. These education and enforcement events are designed to deter behavioral traffic violations committed by all roadway users.

Project Overviews

The HSO distributes funding for all project and strategies based on problem identification, geo-spatial and socio-demographic data, and agency capacity.

Task Number	25-09-01
Program Name	Pedestrian Education and Safety Campaign
Contractor	City of Aurora

Overview Of Project

APD will recruit and educate additional officers in order to conduct individual enforcement and education for both pedestrians and drivers as it relates to pedestrian safety. The Aurora Police Department will conduct large and small-scale operations at targeted locations, based on data, in the City of Aurora, which will include a media component. APD uses social media to reach a larger audience of drivers and pedestrians.

Countermeasure Strategy

Pedestrian Enforcement and/or Education

Evaluation Measure(s)

Increased number of contacts, number of warnings, citations issued, number of educational contacts, number of social media impressions.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405h	FHLE	$56,395.39	Not Applicable

Task Number	25-09-02
Program Name	FY25 Multi-Pronged Approach to Addressing Denver Pedestrian
Contractor	Denver Police Department (DPD)

Overview of Project

DPD officers are addressing pedestrian fatalities through a focused enforcement campaign on pedestrian safety. This campaign is designed using a bi-annual review process of auto-pedestrian crashes, focusing on both pedestrians and drivers. Educational materials are tailored to different demographics and specific high-risk behaviors.

Areas with a high concentration of auto-pedestrian crashes will receive most of the education and enforcement activities, identified through data collected by the DPD Data Analysis Unit.

DPD officers issue verbal warnings, advisements, and citations as necessary to reduce pedestrian fatalities and increase awareness on pedestrian safety.

Countermeasure Strategy

Pedestrian Enforcement and/or Education

Evaluation Measure(s)

Number of contacts made, number of citations written, number of advisement warnings issued.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405h	FHLE	$83,160	Not Applicable

Task Number 25-09-03
Program Name Pedestrian Safety Campaign
Contractor City of Lakewood (LPD)

Overview of Project

LPD's pedestrian safety outreach includes a mixture of enforcement and educational contacts, focusing on the most pedestrian-dense areas along areas identified as having a high number of crashes involving a pedestrian.

Countermeasure Strategy

Pedestrian Enforcement and/or Education

Evaluation Measure(s)

The number of citations, the number of educational contacts.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405h	FHLE	$79,190.40	Not Applicable

Task Number 25-09-04
Program Name Pedestrian Safety Project
Contractor Wheat Ridge Police Department (WRPD)

Overview of Project

The WRPD has identified auto-pedestrian crashes as a major concern in the I-70 and Kipling St. area. Despite construction and traffic engineering changes to mitigate traffic concerns around I-70 and Kipling, this area has continued pedestrian violations.

Many people experiencing homelessness and transient persons frequent the area and businesses, and it is a high-volume area for pedestrian and vehicle traffic. Outreach to this group will include enforcement, educational warnings, and outreach through the homeless navigator and co-responder when appropriate.

Countermeasure Strategy

Pedestrian Enforcement and/or Education

Evaluation Measure(s)

Number of citations and number of educational contacts.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405h	FHLE	$71,289.60	Not Applicable

Task Number	25-09-05
Program Name	Bicycle Education Program 2025
Contractor	Denver Parks and Recreation (DPR)

Overview of Project

DPR will reduce bicycle-related injuries and fatalities through the creation of a multi-generational Bicycle Education Program (BEP) to be delivered across the City of Denver with an emphasis on equity by targeting underserved neighborhoods.

The BEP program will work with current DPR non-profit partners under the My Outdoor Colorado coalition which will promote outdoor opportunities for youth and families in Denver. The program will also work internally with DPR My Denver program, DPR Recreation Centers and Parks staff. Funds will used specifically for bicycle program support staff to support bicycle safety and education events including bicycle rodeos, pop-events and administering of surveys.

Countermeasure Strategy

Pedestrian Enforcement and/or Education

Evaluation Measure(s)

Number of bicycle programs completed; number of outreach community events attended; number of pop-up events planned; number of school based programs delivered; pre and post survey results.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	PS	$82,742.40	$82,742.40

FY25 Planning and Administration/Program Support

Task Number 25-12-01
Program Name Program & Administration
Contractor Highway Safety Office

Overview of Project

The Office of Transportation Safety, as the designated state highway safety agency (Section 24-42-101, CRS) is responsible for the planning, coordinating, and administering of the State's highway safety program authorized by the Federal Highway Safety Act 23 USC 402. Planning and Administration (P&A) costs are those expenses that are related to the overall management of the State's highway safety programs. Costs include salaries and related personnel costs for the Governors' Representatives for Highway Safety and for the State's Highway Safety Office staff.

Program Management

Funding Source	Eligible Use	Federal Funds	Cash Match
402	PA	$225,000	$225,000

Task Number 25-12-02
Program Name Impaired Driving Program Support
Contractor Highway Safety Office

Overview of Project

The HSO project staff will develop, plan, coordinate and provide technical assistance and support for the impaired driving enforcement and education activities.

Costs include salaries and related personnel costs for the Highway Safety Office staff.

Program Management

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405d	M5IDC	$345,000	Not Applicable

Task Number 25-12-03
Program Name Community Traffic Safety Program Support
Contractor Highway Safety Office

Overview of Project

The Highway Safety Office staff will develop, plan, coordinate and provide technical assistance and support for the activities related to Community Traffic Safety. Activities will include a facilitated one-day, onsite workshop for the OP Task Force, with a goal of developing the framework for a three-year tactical plan to help bolster seat belt use and reduce unrestrained fatalities.

Costs also include salaries, trainings and related personnel costs for the Highway Safety Office staff.

Program Management

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	CP	$275,000	Not Applicable

Task Number 25-12-04
Program Name HSO Strategic Planning
Contractor HDR

Overview of Project

Based on recommendations outlined in the 2022 NHTSA Management Review Report, opportunities for CDOT to improve strategic planning were identified at the Strategic Highway Safety Plan (SHSP), Highway Safety Plan (HSP), and program planning levels. The HSO plans to solicit and contract for a strategic planner to assist with Behavioral Traffic Safety coordination and strategic planning. This would also include assistance with new guidance from NHTSA on the Infrastructure Investment and Jobs Act (IIJA) and the Bipartisan Infrastructure Law (BIL) that directs states to provide for a comprehensive, data driven traffic safety program that results from meaningful public participation and engagement from affected communities, particularly those most significantly impacted by traffic crashes resulting in injuries and fatalities.

The HSO Strategic Planner will be responsible for coordination of the Triannual Highway Safety Plan, the Annual Grant Application, annual S405 applications and the Annual Report. This will require coordination with the SHSP, traffic safety coalitions and task forces. It will also assist with oversight of grant development with state and local agencies, and monitor, assist and evaluate HSO grant projects. The coordinator will report to the HSO Program Managers.

Program Management

Funding Source	Eligible Use	Federal Funds	Cash Match
402	PA	$150,000	$150,000

Task Number 25-12-05
Program Name Media Program Support Impaired Driving
Contractor Highway Safety Office

Overview of Project

Public awareness is a critical component to the success of traffic safety programs. The public relations media coordinator conducts strategic and tactical communications related to impaired driving planning, coordination and manages activities designed to maximize the reach and effectiveness of traffic-related impaired driving programs.

Program Management

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405d	M5PEM	$95,000	Not Applicable

Task Number 25-12-06
Program Name Media Program Support Occupant Protection
Contractor Highway Safety Office

Overview of Project

Public awareness is a critical component to the success of traffic safety programs. The public relations senior support staff conducts strategic and tactical occupant protection communications planning and manages activities designed to maximize the reach and effectiveness of occupant protection programs.

Program Management

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	OP	$95,000	Not Applicable

FY25 Traffic Safety Initiatives

Task Number 25-12-07
Program Name Traffic Safety Uncommitted
Contractor Highway Safety Office

Overview of Project

The Office of Transportation Safety will continue to solicit and review applications for projects throughout the year that support traffic safety initiatives throughout the State.

Funding Source	Eligible Use	Federal Funds	Cash Match
402	CP	$1,000,000	$250,000.00

Task Number 25-12-08
Program Name Occupant Protection Uncommitted
Contractor Highway Safety Office

Overview of Project

The Office of Transportation Safety will continue to solicit and review applications for projects throughout the year that support occupant protection safety initiatives throughout the State.

Funding Source	Eligible Use	Federal Funds	Cash Match
405b	M2X	$35,000.00	$8,750.00

Task Number 25-12-09
Program Name Impaired Driving Uncommitted
Contractor Highway Safety Office

Overview of Project

The Office of Transportation Safety will continue to solicit and review applications for projects throughout the year that support impaired driving prevention initiatives throughout the State.

Funding Source	Eligible Use	Federal Funds	Cash Match
405d	M5X	$3,010,000.00	$755,000.00

Task Number 25-12-10
Program Name Traffic Records Uncommitted
Contractor Highway Safety Office

Overview of Project

The Office of Transportation Safety will continue to solicit and review applications for

projects throughout the year that support traffic records initiatives throughout the State.

Funding Source	Eligible Use	Federal Funds	Cash Match
405c	M3X	$424,243.00	$107,000.00

Task Number 25-12-11
Program Name 164 Uncommitted
Contractor Highway Safety Office

Overview of Project

The Office of Transportation Safety will continue to solicit and review applications for

projects throughout the year that support impaired Driving initiatives throughout the State.

Funding Source	Eligible Use	Federal Funds	Cash Match
164	UP_164	$424,243.00	$106,250.00

Task Number 25-12-12
Program Name Non-Motorized Safety Uncommitted
Contractor Highway Safety Office

Overview of Project

The Office of Transportation Safety will continue to solicit and review applications for projects throughout the year that support non-motorized safety initiatives throughout the State.

Funding Source	Eligible Use	Federal Funds	Cash Match
405h	FHX	$135,000.00	$35,000.00

FY25 Cash Match

Task Number	25-00-00
Funding Source	MTCH
Program Area	MTCH

All funds are state funds and are not used to match any other federal programs.

Program Name	DUI Countermeasures
Contractor	Department of Revenue (DOR)

These funds are used by DOR for the administrative personal services costs of appeal, judicial reviews, citation processing, express consent hearing section, interlock review, penalty assessment and the call center.

Match $2,250,000

Program Name	High Visibility Impaired Driving Enforcement
Contractor	Statewide Law Enforcement Agencies

These funds are dedicated match from the State's First Time Drunk Driver Fund which is funded from driver's license reinstatement fees from suspended drivers.

Match $1,500,000

Program Name	Law Enforcement Assistance Fund
Contractor	Statewide Law Enforcement Agencies

Law Enforcement Assistance Fund (L.E.A.F.) is a program created by Colorado legislature in 1983 through statue to provide supplemental funding for local, county or city, law enforcement agencies to enforce Colorado's impaired driving laws.

LEAF funds are utilized by CDOT to fund local law enforcement agencies to conduct impaired driving enforcement operations. Evaluation(s) are done after the activities to measure traffic contacts, numbers of impaired driving arrests and the impact on traffic crashes after the activities.

Match $275,000

Program Name	MOST
Contractor	Colorado State Patrol

The funds are used by Colorado State Patrol for the administration of the Colorado MOST Program.

Match $350,000

National Priority Safety Program Grants

Program Name	State Application Submitted	State Eligibility
S. 1300.21 - 405(b) Occupant Protection Grants	Yes	Low Use State
S.1300.22 - 405(c) State Traffic Safety Information System Improvements	Yes	Not Applicable
S. 1300.23 - 405(d) Impaired Driving Countermeasures Grants	Yes	Mid-Range
S1300.24 – 405 (e) Distracted Driving Grants	Yes	Not Applicable
S. 1300.25 - 405(f) Motorcyclist Safety Grants	Yes	Not Applicable
S. 1300.26 - 405(g) Nonmotorized Safety Grants	Yes	Not Applicable
S. 1300.27 – 405(h) Preventing Roadside Deaths Grants	Yes	Not Applicable
S. 1300.29 - 1906 Racial Profiling Data Collection Grants	Yes	Not Applicable

S. 1300.21 - 405(b) Occupant Protection: Grants (Low Use State)

Occupant Protection Plan

Program Area: Occupant Protection (Adult)

Performance measure name	Target Metric Type	Target Period	Target Start Year	Target End Year	Target Value
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	Numeric	Annual	2024	2025	Maintain at 212

Description of Highway Safety Problems

The Colorado Department of Transportation's (CDOT) Office of Transportation Safety (OTS) is the designated agency to receive highway safety funds. The Highway Safety Office (HSO), within the OTS, administers these funds with the goals of reducing traffic crashes, fatalities, and injuries in Colorado through the coordinated efforts of state and local agencies, groups, coalitions, and organizations. The HSO takes the lead on addressing occupant protection issues within Colorado and developing Statewide plans to address these issues.

Lower than average seat belt use rates and high unbelted occupant fatality rates continue to be a challenge for many counties, both urban and rural, throughout Colorado. The statewide average seat belt compliance rate for 2023 was 88.6% and in 2023, preliminary data indicates that 212, or 52%, of people who died in an occupant motor vehicle crash were not wearing a seatbelt. In addition, the Statewide seat belt usage rate is below the national average.

Based on the data analysis, problem identification and the 2023 Statewide Seat Belt Use Survey, the Colorado Department of Transportation's (CDOT) Highway Safety Office (HSO) will be focusing on establishing and enhancing Occupant Protection and Child Passenger Safety programs in several metro area locations including Adams, Arapahoe, Denver, El Paso, Pueblo and Weld counties; rural areas with high unrestrained fatalities where seat belt usage rates are lower than the Statewide rate and numerous state-wide efforts.

The HSO will address occupant protection related crashes and fatalities through, high visibility enforcement, on targeted roadways identified in the 2023 Colorado Department of Transportation Problem Identification Report.

Associated Performance Measures

Performance measure name
C-1) Number of traffic fatalities
C-2) Number of serious injuries in traffic crashes
C-3) Fatalities/VMT
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions

Countermeasure Strategy: Short-term, High Visibility Seat Belt Law Enforcement

Project Safety Impacts

High visibility enforcement (HVE) events are designed to deploy law enforcement resources in areas identified through problem identification as having high incidents of fatalities and crashes involving unrestrained passenger vehicle occupants. These events are designed to deter driving without the proper use of restraints by increasing the perceived risk of citations on Colorado roadways. HVE events are highly publicized prior, during and after the event. Colorado's unrestrained fatalities are 52% of the total passenger vehicle occupant fatality number. This strategy is part of a comprehensive, evidence-based effort to reduce the prevalence of impaired driving related injuries and fatalities. It is an evidence-based activity countermeasure as identified in NHTSA's *Countermeasures That Work*.

Linkage Between Program Areas

Unrestrained passenger vehicle occupant fatalities represent a significant portion of Colorado's total traffic fatalities. High Visibility Enforcement (HVE) events are vital to roadway safety by publicizing the enforcement prior, during and after the event and vigorously enforcing passenger restraint laws. Funding for this and all other strategies are distributed based on data and problem identification.

Rationale

The rationale for selecting this countermeasure strategy is that it is an evidence-based countermeasure as identified in NHTSA's *Countermeasures That Work.* Funding allocations for each planned activity are based on a robust problem identification coupled with agency capacity.

Program Area Name
Communications (Media)
Occupant Protection (Adult)
Occupant Protection (Child Passenger Safety)
Young Drivers

Planned Activity: Occupant Protection HVE

2025 Planned Activities include:

- Supporting the National Highway Traffic Safety Administration (NHTSA) and the Highway Safety Office (HSO) traffic safety campaigns including: three Click It or Ticket Enforcement Campaigns, and Child Passenger Safety week;
- Year-round enforcement of Colorado occupant protection laws through sustained high visibility seatbelt enforcement involving the Colorado State Patrol and other local law enforcement agencies;
- Agencies will continue to collaborate with their partners and utilize social media outlets to further educate the motoring public on the importance of seat belt use and other restraint use;
- Providing support to law enforcement to enforce Colorado's seat belt laws during three "Click It or Ticket" high-visibility campaigns including May Mobilization and two additional two Statewide Click It or Ticket campaigns;
- Providing Occupant Protection, Child Passenger Safety and Young Driver education to parents, caregivers and to the general public;
- Implementing targeted and relevant seat belt campaigns and initiatives in low–belt-use and high unrestrained fatality counties;
- Educating young drivers and their parents on seat belt use and other young driver safety issues;
- Targeting child passenger safety and booster seat usage; and
- Providing support to rural communities to address low seat belt usage rates for drivers of rural roadways.

Description of the State's planned participation in the Click-it-or-Ticket national mobilization:

In 2023 the HSO supported three Statewide high visibility Click It or Ticket seat belt enforcement campaign with participation from 63 local law enforcement agencies and the Colorado State Patrol.

In 2024, the HSO supported a Click It or Ticket event April 1-April 14 and the 2024 May Mobilization. An additional Click It or Ticket event campaign will be held July 22-August 2, 2024. It is anticipated that the agencies participating in the 2024campaigns, see above, will also participate in the 2025 campaigns.

Local law enforcement data is used to identify agencies for participation in areas that have high unrestrained fatalities and lower seat belt usage rates. Funds support enforcement of occupant protection laws at the local level, including funds for overtime assistance and/or saturation patrols and to help support traffic safety education efforts. The goal of the Click It or Ticket campaigns is to encourage all Colorado local law enforcement agencies to aggressively enforce the occupant protection laws through a combination of enforcement, education, and awareness.

In addition, the Colorado State Patrol (CSP) receives HSO funding for the Click It or Ticket campaigns for overtime assistance and/or saturation patrols to support traffic enforcement of occupant restraint laws during the campaigns. The CSP allocates funds to Troop Offices based on data including seat belt use, unrestrained fatality rates, and specific Troop goals.

For 2025, the plan includes soliciting and recruiting law enforcement agencies that participated in the 2024 campaigns to participate in the 2025 Click It or Ticket May Mobilization and additional Click It or Ticket campaigns. The HSO will also utilize the HSO funded, four Law Enforcement Liaisons to solicit and recruit additional agencies to participate in the 2025 CIOT campaigns.

There are 62 local law enforcement agencies. Including Sheriff Offices (SO) and Police Departments (PD), and all Colorado State Patrol Offices are planning to participate in CIOT 2024 Click It mobilization.

Agency	Funding Amount
Adams County SO	$35,000.00
Arvada PD	$3,900.00
Aspen PD	$2,200.00
Brighton PD	$3,200.00
Castle Rock PD	$32,000.00
Cherry Hills PD	$5,600.00
Commerce City PD	$6,000.00
Denver PD	$6,600.00
Dillon PD	$6,750.00
Douglas County SO	$20,000.00
Eagle PD	$6,500.00
Edgewater PD	$8,000.00
Golden PD	$5,625.00
Jefferson County SO	$20,000.00
Lakewood PD	$12,000.00
Littleton PD	$10,000.00
Lone Tree PD	$3,000.00
Morrison PD	$5,850.00
Salida PD	$6,000.00
Thornton PD	$30,000.00
Wheat Ridge PD	$4,326.00
Craig PD	$5,000.00
Dacono PD	$5,000.00
Eaton PD	$10,000.00
Fort Collins PS	$16,529.00
Fort Morgan PD	$1,357.00
Garden City PD	$5,000.00
Grand Co SO	$9,000.00
Greeley PD	$9,500.00
Lafayette PD	$3,500.00
Larimer Co SO	$24,000.00
Logan Co SO	$3,100.00
Longmont PD	$7,000.00
Loveland PD	$13,000.00
Platteville PD	$4,000.00
Steamboat Springs PD	$6,000.00
Sterling PD	$2,700.00
Timnath PD	$3,000.00
Weld Co SO	$8,505.00
Wiggins PD	$6,000.00

Windsor PD	$3,000.00
Bent SO	$2,500.00
El Paso CO	$8,000.00
Elizabeth PD	$4,445.00
Florence PD	$2,000.00
Fountain PD	$10,000.00
Las Animas SO	$3,500.00
Palmer Lake PD	$2,500.00
Pueblo SO	$6,980.00
Trinidad PD	$2,000.00
Alamosa PD	$9,800.00
Blanca PD	$6,000.00
Cortez PD	$10,000.00
Costilla County SO	$6,500.00
Delta County SO	$6,800.00
Grand Junction PD	$5,500.00
Hotchkiss PD	$4,420.00
Mesa County SO	$5,900.00
Monte Vista PD	$3,600.00
Montrose PD	$5,800.00
Ouray County SO	$7,500.00
Pagosa Springs PD	$3,240.00

Communications and Media Plan

Communications plays a critical role in addressing numerous traffic safety issues identified in the Problem Identification Report and the performance measures as outlined in the Colorado Highway Safety Plan. Communications includes media relations, community relations, marketing, events, paid advertising, and development of strategic partnerships that expand CDOT's goal of furthering safety education and reducing fatalities. CDOT's Office of Communications (OC) supports the HSO, its grantees and partners with specialized assistance related to projects addressing occupant protection education and outreach. The OC conducts the high-visibility aspect of enforcement campaigns aimed at reducing fatalities, including three "Click It or Ticket" enforcement periods. In 2024, the OC supported the Click It or Ticket campaigns through:

- **Paid advertising:** Launched the second year of the Shift into Safe ad campaign, which highlights the dangers of not buckling up from a science-based perspective. People saved by seat belts were also featured in the campaign. The combination of an enforcement message paired with a safety message was used in the campaign. The campaign helped achieve the highest seat belt us rate in the state. Radio, pre-roll video, billboards and social media were used in the paid media buy to bring the campaign to life. The campaign garnered over 30 million paid media impressions, up 20% from the previous year.
- **Rural focus:** Targeted rural areas of Colorado during the July enforcement with the Shift into Safe campaign. Many rural areas of the state have seat belt use rates far below the state average. Pueblo County, for example has a seat belt use rate of just 74%. Therefore, the campaign was hyper-focused on this area – and others in the state with low seat belt use rates. Both enforcement

and safety messages were used. Social media channels, VMS messages and earned media were used to communicate the information. Over 12 million paid media impressions were garnered in the campaign.

- **Earned media:** The OC provided the news media with opportunities to cover seat belt enforcement. Press releases were issued on all three CIOT campaigns. This resulted in extensive media coverage with over 17 million earned impressions. Data on where unbuckled crashes are most likely to happen helped the news media localize the story. These news stories also allowed the OC to talk about other risks, such as not buckling up in the rear seat and the dangers associated with rollover crashes. The OC also provided testimony from victims and law enforcement to help elevate the impact of news stories. It also continued its efforts in low seat belt use counties, such as Jefferson County, to create news hooks for reporters. For example, the OC partnered with drive-up coffee shops to give discounts to people who were buckled up.
- **Partnerships:** The OC leveraged our seat belt safety message by partnering with law enforcement agencies, safety advocates and victims. A toolkit was developed that provided them with facts and data, sample social media posts, news articles and graphics. Significant outcomes included the development of a toolkit for stakeholders, a media buy specifically targeting low seat belt use areas, and two localized media installations to gain the attention of reporters. Awareness of enforcement campaigns was strong with an estimated 20% of survey respondents reporting they had seen or heard about increased seat belt enforcement in the past 30 days. The campaign also heightened awareness of the campaign slogan Click It Or Ticket and Shift into Safe.

In 2025, similar support for the three Click It or Ticket enforcement campaigns will be conducted through the OC. This will include a paid media campaign using the Shift into Safe creative assets. It will also include tactics to engage the news media to cover the issue of seat belt safety. Finally, the OC will leverage its awareness efforts by including more partners, such as military bases and hospitals. The CIOT campaign will complement the Occupant Protection (OP) campaign, which focuses more on education and less on enforcement. The OC will continue to focus on the dangers of not wearing a seat belt in low-speed crashes and in the event of a rollover. The media buys for both the CIOT and OP campaigns will run concurrently. This will help get the seat belt message out to a larger audience over a longer period. A robust public relations campaign will be planned, including press releases announcing the three enforcement periods and a press conference. Community stakeholders will also help spread the message. Victims and survivors of crashes will help elevate the campaign by telling their stories to the news media.

Communications plays a critical role in addressing numerous traffic safety issues identified in the Problem Identification Report and the performance measures as outlined in the Colorado Highway Safety Plan. Communications includes media relations, community relations, marketing, events, paid advertising, and development of strategic partnerships that expand CDOT's goal of furthering safety education and reducing fatalities. CDOT's Office of Communications (OC) supports the HSO, its grantees and partners with specialized assistance related to projects addressing Occupant Protection education and outreach, Child Passenger Safety and Young Driver safety programs. The OC also conducts the high- visibility media aspect of enforcement campaigns aimed at reducing fatalities, including the "Click It or Ticket" campaigns.

Communications activities that address these areas include:

- Development and implementation of ongoing media and public relations campaigns for high visibility seat belt enforcement.
- Development and implementation of targeted and relevant seat belt campaigns and initiatives in low–belt-use and high unrestrained fatality counties
- Development and distribution of news releases.
- Development of materials for Hispanic audiences and Spanish language media channels.

- Execution of media events and special events which are culturally relevant and linguistically appropriate for minority audiences.
- A campaign that uses social media to remind teens of Colorado GDL laws, including primary enforcement of seat belts.
- A campaign aimed at parents to ensure safe use of car seats for all stages in a child's development.
- Leveraging the power of social media, including peer influencers, to increase awareness and spark conversation.
- Leveraging new ways to digitally target audiences online through geo-fencing and other advanced methods.
- Development and production of collateral materials, including brochures, fact sheets, posters, flyers, print ads, radio spots and videos.
- Evaluation of campaign elements, including developing a methodology for evaluating increases in public awareness

Description of the State's planned participation in Child Restraint Inspection Stations:

In 2023, Colorado had 103 registered inspection stations throughout the state. The inspection stations are available for caregivers to schedule car seat inspections either by appointment or on a walk-in basis. Many inspection stations also offer virtual appointments. Hours of operation are listed by inspection station and can be found online at www.carseatscolorado.com or https://www.nhtsa.gov/equipment/car-seats-and-booster-seats#installation-help-inspection. Inspection stations/events are staffed with at least one current nationally certified Child Passenger Safety Technician.

Countermeasure strategies demonstrating an active network of child passenger safety inspection stations

Countermeasure Strategy	Unique Identifier	Planned Activity Name
Child Restraint System Inspection Station(s)	FY25 CPS	CPS Inspection Stations

Total Number of Planned Inspection Stations and/or Events in the State	Total number of planned inspection stations and/or events in the State serving urban populations	Total number of planned inspection stations and/or events in the State serving rural populations	Total number of planned inspection stations and/or events in the State serving at-risk populations
103	42	61	52

Agency	Category	Contact Information
Washington County Connections	Both Rural and Underserved	252 W 1st St Akron, CO 80720 Phone: 970-345-2225 Contact: Jamie Baker By appointment only SPANISH-SPEAKING TECHNICIANS
Arvada Fire Protection District Station 1		7900 W 57th Ave Arvada, CO 80002 Phone: 303-424-3012 Contact: Jillian Moore By appointment and Drop in. SPANISH-SPEAKING TECHNICIANS
Arvada Fire Protection District Station 2		12195 W 52nd Avenue Arvada, CO 80033 Phone: 303-424-3012 Contact: Jillian Moore By appointment only. SPANISH-SPEAKING TECHNICIANS
Arvada Fire Protection District Station 3		7300 Kipling St Arvada, CO 80005 Phone: 303-424-3012 Contact: Jillian Moore Appointment and Drop in SPANISH-SPEAKING TECHNICIANS
Arvada Fire Protection District Station 4		6845 W 68th Ave Arvada, CO 80003 Phone: 303-424-3012 Contact: Jillian Moore By appointment and Drop in. SPANISH-SPEAKING TECHNICIANS
Arvada Fire Protection District Station 5		8100 Vance Dr Arvada, CO 80003 Phone: 303-424-3012 Contact: Jillian Moore By appointment and Drop in. SPANISH-SPEAKING TECHNICIANS
Arvada Fire Protection District Station 6		6503 Simms St Arvada, CO 80004 Phone: 303-424-3012 Contact: Jillian Moore Appointment and Drop in SPANISH-SPEAKING TECHNICIANS
Arvada Fire Protection District Station		6385 Quaker St Arvada, CO 80403 Phone: 303-424-3012 Contact: Jillian Moore Appointment and Drop-in. SPANISH-SPEAKING TECHNICIANS
Red, White and Blue Fire Department	Rural	316 N Main St Breckenridge, CO 80424 Phone: 970-453-2474 Contact: Jackie Pike By Appointment Only.
SPIN/Fremont County Family Center	Both Rural and Underserved	1339 Elm Ave Canon City, CO 81212 Phone: 719-275-0550 Contact: Sadie Swisher By appointment SPANISH-SPEAKING TECHNICIANS

Agency	Category	Contact Information
Carbondale Police Department	Rural	511 Colorado Ave Carbondale, CO 81623 Phone: 970-963-2662 Contact: Anna Ramirez By Appointment Only. SPANISH-SPEAKING TECHNICIANS
Castle Rock Fire and Rescue Department		300 Perry St Castle Rock, CO 80104 Phone: 303-660-1066 Contact: Jamie Duncan Please call for more information.
American Medical Response		2370 N Powers Blvd Colorado Springs, CO 80915 Phone: 719-597-1277 Contact: Laura McGuire-Kent By appointment only. Special-Needs Certified.
Evans Fire District	Underserved	2100 37th St Evans, CO 80620 Phone: 970-339-3920 Contact: Brian Lee By appointment only
Poudre Fire Authority		102 Remington St Fort Collins, CO 80524 Phone: 970-221-6574 Contact: Susan Ferrari By Appointment Only. Online form on Website www.poudre-fire.org
Fort Lupton Fire Department	Both Rural and Underserved	1121 Denver Avenue Fort Lupton, CO 80621 Phone: 303-857-4603 Contact: Chris Cross By appointment only SPANISH-SPEAKING TECHNICIANS
Colorado State Patrol	Both Rural and Underserved	13360 I 76 Frontage Rd Fort Morgan, CO 80701 Phone: 970-867-6557 Contact: Burl Giffin By appointment only.

Agency	Category	Contact Information
Colorado State Patrol	Both Rural and Underserved	617 Raton Avenue La Junta, CO 81050 Phone: 719-384-8981 Contact: Douglas Bremer By appointment only SPANISH-SPEAKING TECHNICIANS
Colorado State Patrol	Both Rural and Underserved	111 W Parmenter St Lamar, CO 81052 Phone: 719-691-6089 Contact: Isabel Olinger By appointment only SPANISH-SPEAKING TECHNICIANS
Columbine Ambulance Service		5893 S Prince Street Littleton, CO 80120 Phone: 303-378-2932 Contact: Vera Fullaway By appointment only Children with special healthcare needs, please call or email for appointment
Longmont Fire Department		2400 Mountain View Avenue Longmont, CO 80503 Phone: 303-651-8437 Contact: Monty Richardson 2nd Wednesday of each month, 2 p.m. - 7 p.m. SPANISH-SPEAKING TECHNICIANS
Louisville Fire Department		895 Via Appia Way Louisville, CO 80027 Phone: 303-666-6595 By appointment only
Colorado State Patrol	Both Rural and Underserved	118 Riverview Rd Suite 200 Sterling, CO 80751 Phone: 970-522-4696 Contact: Thomas Davis By appointment only.
Vail Valley Medical Center	Rural	181 West Meadow Drive Vail, CO 81658 Phone: 970-479-7221 Contact: SallyAnn Bluhm By appointment only
Westminster Fire Rescue		9150 Lowell Blvd Westminster, CO 80031 Phone: 303-658-4500 Contact: Mark Mitch Kubistek By appointment only
Swedish Medical Center		501 E Hampden Ave Englewood, CO 80113 Phone: (866)-779-3347 Contact: Melanie Wuzzardo By appointment only. Virtual appointments available. Child Passenger Safety Week Car/Booster Seat Fit Station Events: https://healthonecares.com/calendar/?facility_coid=27100#/ce-landing-page/search CHILD PASSENGER SAFETY WEEK EVENTS
Fairmount Fire Protection District		4755 Isabell Street Golden, CO 80403 Phone: 720-280-3232 Contact: Wally Stern By appointment only
Brighton Fire Rescue District	Underserved	500 S 4th Ave 3rd Floor Brighton, CO 80601 Phone: 303-659-4101 Contact: Dawn Blunt Appointments required, please contact carseats@brightonfire.org

Agency	Category	Contact Information
Leadville Lake County Fire Rescue	Both Rural and Underserved	816 Harrison Ave Leadville, CO 80461 Phone: 719-486-2990 Contact: Leo Schmitt By appointment only
Colorado State Patrol		3832 I-25 N Fort Collins, CO 80525 Phone: 970-224-3027 Contact: Lisa Jones By appointment only.
Colorado State Patrol	Rural	20591 US-160 E Durango, CO 81301 Phone: 970-385-1675 Contact: Heather Hamilton By appointment only
Colorado State Patrol	Both Rural and Underserved	3110 1st Street Alamosa, CO 81101 Phone: 719-589-2503 Contact: Kris Galvez By appointment or walk-in
Colorado State Patrol Troop 48	Both Rural and Underserved	800 W 1st Street Suite 500 Craig, CO 81625 Phone: 970-824-6501 Contact: Jeannie Marchbanks By appointment only
Pleasant View Fire Department		955 Moss Street Golden, CO 80401 Phone: 303-279-4361 Contact: Chris Malmgren Monday-Friday, some duty shifts. Appointment required
Snowmass-Wildcat Fire Department	Rural	5275 Owl Creek Rd Snowmass Village, CO 81615 Phone: 970-340-7040 Contact: Frank Rudecoff 24/7, 365 days a year Drop in or appointment Please contact us to make an appointment and visit our website for more information www.swfpd.com
Platte Valley Fire Protection District	Both Rural and Underserved	27128 County Road 53 Kersey, CO 80644 Phone: 970-353-3890 Contact: Kaleb Staley By appointment only
Tri-County Family Care Center, Inc.	Both Rural and Underserved	512 N Main St Rocky Ford, CO 81067 Phone: 719-254-7776 Contact: Jocelyn Castaneda By appointment or Drop in SPANISH-SPEAKING TECHNICIANS
Colorado State Patrol - HQ		15055 S Golden Rd Golden, CO 80401 Phone: 303-273-1918 Contact: Child Passenger Safety Program Coordinator Timothy Sutherland By appointment only. SPANISH-SPEAKING TECHNICIANS
Safe Kids Larimer County		1224 Doctors Lane Fort Collins, CO 80524 Phone: 970-495-7508 Contact: Laura Richardson By appointment only. SPANISH-SPEAKING TECHNICIANS
University of Colorado Health EMS		3509 S Mason St Suite 1 Fort Collins, CO 80525 Phone: 970-286-1857 Contact: Gregory Colton By appointment only. Also offer infant and child CPR.

Agency	Category	Contact Information
Windsor-Severance Fire Protection District	Rural	100 N 7th St Windsor, CO 80550 Phone: 970-686-2626 Contact: Rebecca Clark Appointment or Drop-in
Yuma County Child Passenger Safety Program	Both Rural and Underserved	110 W 4th Avenue Yuma, CO 80759 Phone: 970-848-5497 Contact: Linda Clark By appointment only.
Castle Rock Fire and Rescue Department		5463 E Sovereign St Castle Rock, CO 80104 Phone: 3036601066 Contact: Jamie Duncan Please call for more information
Castle Rock Fire and Rescue Department		3801 Prairie Hawk Dr Castle Rock, CO 80109 Phone: 303-660-1066 Contact: Jamie Duncan Please call for more information.
Castle Rock Fire and Rescue Department		3833 N Crowfoot Valley Rd Castle Rock, CO 80108 Phone: 303-660-1066 Contact: Jamie Duncan Please call for more information.
Children's Hospital/Safe Kids Colorado Springs		4125 Briargate Pkwy Children's' Hospital Colorado Springs, CO 80920 Phone: 719-305-7233 Contact: Amanda Abramczyk-Thill By Appointment Only. Special Needs Certified. SPANISH-SPEAKING TECHNICIANS
Fort Carson Fire and Emergency Services	Underserved	6001 Wetzel Ave Building 1805 Colorado Springs, CO 80913 Phone: 719-526-4615 Also: Chad Staggs chad.e.staggs2.civ@mail.mil Appointment needed.
Safe Kids Denver Metro, South Metro Safety Foundation		8871 Maximus Dr SMFR Station 34 Lone Tree, CO 80124 Phone: 303-805-0228 Contact: Kirsten Harbeck Virtual appointments available. Make an appointment http://www.southmetrofoundation.org/124/Car-Seat-Inspections or by calling 303-805-0228
Southeast Weld Fire Protection District Sation 1	Both Rural and Underserved	65 E Gandy Ave Keenesburg, CO 80643 Phone: (303) 732-4203 Contact: Ian Scott Please make an appointment. SPANISH-SPEAKING TECHNICIANS
Arvada Fire Protection District - Station 2		5250 Oak St Arvada, CO 80002 Phone: (303) 424-3012 Contact: Jillian Moore Appointment and Drop in SPANISH-SPEAKING TECHNICIANS
Arvada Fire Protection District		–903 Allison Way Arvada, CO 80005 Phone: (303) 424-3012 Contact: Jillian Moore Appointment and Drop-in ASL option SPANISH-SPEAKING TECHNICIANS

Agency	Category	Contact Information
Arvada Fire Protection District - Station 7		8027 Alkire St Arvada, CO 80005 Phone: (303) 424-3012 Contact: Jillian Moore Appointment and Drop-in SPANISH-SPEAKING TECHNICIANS
Aurora Police Department	Underserved	6 Abilene St Aurora, CO 80011 Phone: (303) 7396202 Contact: Sergeant Chad Warner By appointment only
Boulder Rural Fire Protection	Rural	6230 Lookout Rd Boulder, CO 80301 Phone: (303) 5309575 Contact: Peter McElvaney Appointment and Drop-in
Roaring Fork Fire Rescue Station 42	Rural	1089 J W Dr Carbondale, CO 81623 Phone: (970) 3407039 Contact: Sarah Pickard Appointment or drop in
Castle Rock Fire and Rescue Department		485 Crystal Valley Pkwy Castle Rock, CO 80104 Phone: 303-66-01066 Contact: Jamie Duncan Please call for more information.
Volunteer		8335 Wildridge Rd Colorado Springs, CO 80908 Phone: 7195940325 Contact: Christine Simosky By appointment
Craig Police Department	Both Rural and Underserved	800 W 1st St, Suite 300 Craig, CO 81625 Phone: (970) 826-2370 Contact: Terrianne Wheeler Drop-in times are reserved for Tuesday, Wednesday, and Thursday from 8am to 4pm. Other times/days available by appointment.
Delta Fire Department	Both Rural and Underserved	285 E 5th St Delta, CO 81416 Phone: 9708749655 Contact: Shannon Crespin By appointment only
Adams County Fire Rescue	Underserved	7980 Elmwood Ln Denver, CO 80221 Phone: (720) 826-2678 Contact: Felicia Dixon Drop in or appointment SPANISH-SPEAKING TECHNICIANS
Rocky Mountain Hospital for Children	Underserved	2001 N High St Denver, CO 80205 Phone: (303) 839-7338 Contact: Kirsten Dehmlow By appointment only
Divide Fire Protection District	Both Rural and Underserved	103 Cedar Mountain Rd Divide, CO 80814 Phone: 7196878773 Contact: Lisa Pitts By appointment only
Federal Heights Fire Department	Underserved	2400 W 90th Ave Federal Heights, CO 80260 Phone: 3034277209 Contact: Scott Carscadden Drop in or Appointment SPANISH-SPEAKING TECHNICIANS

Agency	Category	Contact Information
Poudre Fire Authority Station 1		505 Peterson St Fort Collins, CO 80524 Phone: (970) 416-2891 Contact: Anne Greylak By appointment only Online form on Website www.poudre-fire.org
Summit County Public Health	Rural	360 Peak One Dr Ste 230 Frisco, CO 80443 Phone: 970) 6689707 Contact: Jacklyn Thompson By appointment only
Hilltop Family Resource Center	Underserved	1129 Colorado Ave Grand Junction, CO 81501 Phone: 9702440463 Contact: Crystal Cox Drop in or appointment Karen Clymer also at site. 970-524-7101 x16 karencl@htop.org SPANISH-SPEAKING TECHNICIANS
Gypsum Fire Protection District	Both Rural and Underserved	511 2nd St Gypsum, CO 81637 Phone: 970-524-7101 Contact: Daniel Valdez By appointment only
Colorado State Patrol		4600 Castleton Ct Castle Rock, CO 80109 Phone: 7204020423 Contact: Josh Lewis By appointment only
LaSalle Fire Protection District	Both Rural and Underserved	118 Main St La Salle, CO 80645 Phone: 9702846336 Contact: Britney Mazzer By appointment only SPANISH-SPEAKING TECHNICIANS
Littleton Adventist Hospital		7700 S Broadway Littleton, CO 80122 Phone: (303) 738-2757 Contact: Sarah Jacquin By appointment, virtual inspection
Inter Canyon Fire Station 4		13877 Grizzly Dr Littleton, CO 80127 Phone: (303) 697-4413 Contact: Kelley Wood By appointment only To contact after hours, please use: carseattech@intercanyonfire.org
Front Range Fire Rescue Station 2	Both Rural and Underserved	101 S Irene Ave Milliken, CO 80543 Phone: 8705874464 Contact: Tyler Drage By appointment only
Inter Canyon Fire Station 1	Both Rural and Underserved	7939 S Turkey Creek Rd Morrison, CO 80465 Phone: (303) 697-4413 Contact: Kelley Wood By appointment only To contact after hours, please use: carseattech@intercanyonfire.org
Inter Canyon Fire Station 3	Both Rural and Underserved	8445 US-285 S Morrison, CO 80465 Phone: (303) 697-4413 Contact: Kelley Wood By appointment only To contact after hours, please use: carseattech@intercanyonfire.org

Agency	Category	Contact Information
Parker Adventist Hospital		9395 Crown Crest Blvd Parker, CO 80138 Phone: (303) 9187407 Contact: Erin Day By appointment only
Colorado State Patrol	Underserved	5615 Wills Blvd Pueblo, CO 81008 Phone: 7192882636 Contact: Brian Lyons By appointment only
Chaffee County Public Health	Both Rural and Underserved	448 E 1st St, Suite 137 Salida, CO 81201 Phone: 7195302566 Contact: Emily Anderson By appointment
South Fork Fire Rescue	Both Rural and Underserved	28 Mall St South Fork, CO 81154 Phone: 7198731030 Contact: Linette Nye Schmidt By appointment only. To schedule, call or visit southforkfirerescue.com/child-passenger-safety
Logan County Sheriff's Office	Both Rural and Underserved	110 Riverview Rd Sterling, CO 80751 Phone: 9705222578 Contact: Dennis Aulston By appointment only
Fire Station 5		14051 Colorado Blvd Thornton, CO 80602 Phone: (720) 872-6092 Contact: Sabrina Lacovetta Virtual inspection
Las Animas County Health Department	Both Rural and Underserved	412 Benedicta Ave Trinidad, CO 81082 Phone: (719)-845-0463 Contact: Jennifer Sanchez McDonald Appointment or drop-in
Vail Health Hospital	Rural	181 W Meadow Dr Vail, CO 81657 Phone: 970-477-5166 Contact: Kim Greene By appointment only SPANISH-SPEAKING TECHNICIANS
Rural Communities Resource Center	Both Rural and Underserved	204 S Main St Yuma, CO 80759 Phone: 970-848-3867 Contact: Berenice Marquez By appointment SPANISH-SPEAKING TECHNICIANS
Colorado State University PD		750 Meridian Ave Fort Collins, CO 80523 Phone: 970-657-4823 Contact: Ashleigh Rose By appointment
Colorado State University PD		750 Meridian Ave Fort Collins, CO 80523 Phone: 970-657-4823 Contact: Ashleigh Rose By appointment
Colorado State Patrol	Both Rural and Underserved	2420 N Townsend Ave Montrose, CO 81401 Phone: 970-249-9575 Contact: Jeremy Brailsford By appointment.
Dacono PD	Both Rural and Underserved	512 Cherry Ave Dacono, CO 80514 Phone: (303) 833-3095 Contact: Jackie Boyer By appointment

Agency	Category	Contact Information
City of Fort Morgan	Both Rural and Underserved	116 Main St Fort Morgan, CO 80701 Phone: (970) 867-2815 Contact: Jeffery Braun By Appointment Inspections done at the Fort Morgan Fire department.
JPC Health & Safety Training, LLC.		320 N Academy Blvd, Suite 202 Colorado Springs, CO 80909 Phone: (719) 640-5555 Contact: Cameron Alexander By Appointment
Ault-Pierce Fire	Both Rural and Underserved	16680 HIGHWAY 14 Ault, CO 80610 Phone: (970) 893-5198 Contact: Captain Adam Ferrell By Appointment
Gunnison Police Department	Both Rural and Underserved	910 W Bidwell Ave Gunnison, CO 81230 Phone: (970) 641-8200 Contact: Aaron Weiner Availability by appointment and drop in. SPANISH-SPEAKING TECHNICIANS
Children's Hospital Colorado	Underserved	860 Potomac Circle Aurora, CO 80011 Phone: (720) 777-3185 Contact: Britney Lombard Children's Hospital Colorado is offering a small number of appointments at our Health Pavilion building. We cannot accommodate walk-ins. Languages accommodated: English, Spanish (Others via interpreter service) SPANISH-SPEAKING TECHNICIANS
Denver Health	Underserved	700 N Delaware St Pavilion D, Room 211 Denver, CO 80204 Phone: (303) 602-7623 Contact: Missy Anderson By Appointment
Pueblo Rural Fire	Both Rural and Underserved	29912 US-50 E Pueblo, CO 81006 Phone: (719) 948-4646 By Appointment
United Way of Eagle River Valley Youth Closet & Toy Chest	Both Rural and Underserved	40800 Highway 6, Unit 9 Avon, CO 81620 Phone: (303) 994-2622 Contact: Rebecca Kanaly By Appointment Drop In SPANISH-SPEAKING TECHNICIANS
Aurora Fire Rescue Station 11	Underserved	2291 S Joliet St Aurora, CO 80014 Phone: 303-578-8964 Contact: Erin Brill Book Online: https://www.auroragov.org/residents/public_safety/fire_rescue/car_seat_inspections
West Metro Fire Rescue		3535 S Kipling St Lakewood, CO 80235 Phone: 3039894307 Contact: Erin Bravo Begins: 05/09/2023By appointment https://www.signupgenius.com/go/10c0b4aaca823a6fc1-friday#/

Agency	Category	Contact Information
Platteville-Gilcrest Fire Protection District	Both Rural and Underserved	202 Main St, PO Box 407 Platteville, CO 80651 Phone: 7205975883 Contact: Matt Concialdi Begins: 05/09/2023By Appointment
Trinidad Fire Department	Both Rural and Underserved	1605 Santa Fe Trail Trinidad, CO 81082 Phone: 719-250-9482 Contact: Matthew Comden Begins: 07/13/2023By appointment
Trinidad Fire Station 2	Both Rural and Underserved	1102 Nevada Ave Trinidad, CO 81082 Phone: 719-250-9482 Contact: Matthew Comden Begins: 07/13/2023By appointment
Rocky Ford Fire Department	Both Rural and Underserved	300 S Main St Rocky Ford, CO 81067 Phone: 719-469-3105 Contact: Ute Bustamante Begins: 07/13/2023By appointment
Tri-County Family Care Center	Both Rural and Underserved	512 1.2 N Main St Rocky Ford, CO 81067 Phone: 719-254-7776 Contact: Christie Encinias Begins: 08/22/2023By Appointment SPANISH-SPEAKING TECHNICIANS
Colorado State Patrol	Both Rural and Underserved	1185 County Road 16 Fairplay, CO 80440 Phone: 720-417-4417 Contact: Steven Geist Begins: 03/11/2024By appointment only

Child Passenger Safety Technicians

Car Seats Colorado has approximately 1,068 certified Child Passenger Safety Technicians and 31 certified Child Passenger Safety Technician Instructors throughout the state. The recertification rate for 2023 in Colorado was 51%. The complete of list total population served, number of technicians, and rank by county is below.

County	Population Served	Number of Technicians	Rank by Number of Technicians
Adams County	519,572	97	5
Alamosa County	16,376	2	31
Arapahoe County	655,070	59	3
Archuleta County	13,359	0	34
Baca County	3,506	0	55
Bent County	5,650	0	50
Boulder County	330,758	112	8
Broomfield County	74,112	0	12
Chaffee County	19,476	4	26
Cheyenne County	1,748	2	59
Clear Creek County	9,397	3	39
Conejos County	7,461	0	41
Costilla County	3,499	0	56
Crowley County	5,922	0	47
Custer County	4,704	0	53
Delta County	31,196	3	18
Denver County	715,522	157	2
Dolores County	2,326	0	58
Douglas County	357,978	77	7
Eagle County	55,731	16	14
El Paso County	730,395	92	1
Elbert County	26,062	3	21
Fremont County	48,939	7	16
Garfield County	61,685	6	13
Gilpin County	5,808	0	48
Grand County	15,717	5	32
Gunnison County	16,918	4	30
Hinsdale County	788	0	63
Huerfano County	6,820	3	44
Jackson County	1,379	0	61
Jefferson County	582,910	117	4
Kiowa County	1,446	0	60
Kit Carson County	7,087	0	43
Lake County	7,436	7	42
La Plata County	55,638	2	15
Larimer County	359,066	77	6
Las Animas County	14,555	3	33
Lincoln County	5,675	4	49
Logan County	21,528	4	25
Mesa County	155,703	13	11
Mineral County	865	0	62
Moffat County	13,292	2	35
Montezuma County	25,849	11	22
Montrose County	42,679	4	17
Morgan County	29,111	13	20
Otero County	18,690	9	27

County	Population Served	Number of Technicians	Rank by Number of Technicians
Ouray County	4,874	0	51
Park County	17,390	3	28
Phillips County	4,530	0	54
Pitkin County	17,358	7	29
Prowers County	11,999	3	36
Pueblo County	168,162	15	10
Rio Blanco County	6,529	0	45
Rio Grande County	11,539	2	37
Routt County	24,829	12	23
Saguache County	6,368	0	46
San Juan County	705	0	64
San Miguel County	8,072	1	40
Sedgwick County	2,404	0	57
Summit County	31,055	3	19
Teller County	24,710	2	24
Washington County	4,817	3	52
Weld County	328,981	130	9
Yuma County	9,988	2	38
Total Colorado Population	**5,773,714**		
Total Population Served	**5,610,392**		

*Based on 2020 Census

Child passenger safety technicians

Countermeasure strategies for recruiting, training, and maintaining a sufficient number of child passenger safety technicians:

Countermeasure Strategy
Child Restraint System Inspection Station(s)

Planned activities for recruiting, training, and maintaining a sufficient number of child passenger safety technicians:

Technician Certification Training

Car Seats Colorado has identified several counties that have a lower technician to pediatric population rate per county. In 2025, Car Seats Colorado will provide technician certification training in those counties to increase the number of active CPS technicians in those underserved areas. These efforts will include increased outreach and services to Latino, African American, Native American, Unhoused, and New American populations.

In 2025, Car Seats Colorado will provide 10 Child Passenger Safety Technician Certification courses with the goal of increasing the number of certified technicians in the underserved areas. The state will conduct the nationally standardized technician certification training by partnering with agencies such as The Children's Hospital, Regional Emergency Trauma Advisory Councils (RETACs), Department of Health and Human Services, Colorado Department of Public Health (CDPHE), Law Enforcement, Fire agencies, as well as other community stakeholders. These four-day training sessions will be available statewide and open for anyone to register to attend. It is anticipated that 130 new technicians will be trained. Training sessions will be held in outlying and rural areas of the state.

Community Education

Upon completion of the certification course, the CPS Technicians will be able to provide education and resources in their communities across Colorado. They will conduct car seat inspections while assisting families with proper selection, installation, and use of their child restraints. They can also use this knowledge to provide Advocate Awareness classes for community groups who are wanting to learn more about child passenger safety.

Public education programs taught by certified CPS technicians and instructors include, but are not limited to, the following audiences:

- Parents and caregivers of children aged 0-16 years
- Childcare providers
- EMS, doulas, and medical providers
- Law enforcement officers
- School transportation personnel
- New American/Refugee Advocacy groups
- Department of Health and Human Services personnel

The counties identified for increased educational outreach include Denver, Adams, El Paso, Pueblo, Weld, Arapahoe, Larimer, Chaffee, Boulder, Lincoln, Montrose, Jefferson, Garfield, Morgan, Otero, and Alamosa. Twenty five percent of the counties will be visited this grant cycle.

Child Passenger Safety Technician Recertification Opportunities

Car Seats Colorado will continue to focus on assisting certified technicians with the recertification process by offering CEU Update classes around the state. These classes are preauthorized by Safe Kids to provide the 6 continuing education units (CEUs) that are required for recertification. During 2024, there will be a minimum of fifteen CEU Update classes offered.

Car Seats Colorado will also assist with recertification seat checks as needed.

Additional Educational Opportunities

Technicians are encouraged to advance their knowledge by attending conferences, workshops, and webinars. The conference opportunities include the national Lifesavers Conference and Kidz in Motion (KIM) Conference. In 2024, Colorado also held a state Child Passenger Safety Conference.

They can participate in online webinars that include manufacturer updates, hot car education, school bus, recreational vehicles, and many other topics. These webinars can be found at www.carseateducation.org.

Car Seats Colorado Activity 2024

Car Seats Colorado will continue to engage with communities and partners around the state to increase the accessibility for caregivers to receive thorough education on properly transporting their children in motor vehicles.

These efforts will include:

- Increasing the number of certified Child Passenger Safety Technicians and inspection stations in underserved areas.
- Providing resources for Technicians to recertify
- Increasing education and enforcement activities in all State Patrol districts while also engaging other community partners.

- Continuing outreach efforts with hospitals and medical professionals to ensure all children are properly restrained from the beginning.
- Building and maintaining partnerships with community agencies to increase outreach efforts. These will include, but are not limited to, DOTI, Children's Hospital, DHS, Refugee/New American agencies, schools, daycares, and foster families.
- Providing education on Colorado's Child Passenger Safety Law

Educational events and classes can be found on the event calendar
https://www.facebook.com/carseatscolorado/events?key=events

- Technician Certification Courses—5 completed; 5 more scheduled.
- CEU Update Classes—12 completed; 7 more scheduled.
- Advocate Awareness Classes—4 completed; 1 other cancelled by agency; 1 more scheduled.
- Events—3 completed; 1 more scheduled

The recycling program was implemented in 2016. There are currently 18 locations around the state. They can be found at www.carseatscolorado.com

Estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

- Estimated total number of classes: 10
- Estimated total number of technicians: 130

Qualification criteria for a lower seat belt use rate State

The State applied under the following criteria:

- Primary enforcement seat belt use statute: **No**
- Occupant protection statute: **No**
- Seat belt enforcement: **Yes**
- High risk population countermeasure programs: **Yes**
- Comprehensive occupant protection program: **No**
- Occupant protection program assessment: **Yes**

Seat Belt Enforcement

Countermeasure strategies demonstrating that the State conducts sustained enforcement throughout the fiscal year of the grant to promote seat belt and child restraint enforcement and involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred:

Countermeasure Strategy
Short-term, High Visibility Seat Belt Law Enforcement

Planned activities demonstrating that the State conducts sustained enforcement throughout the fiscal year of the grant to promote seat belt and child restraint enforcement, and involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred:

Unique Identifier	Planned Activity Name
FY24 OP HVE	Occupant Protection HVE

Sustained Seat Belt Enforcement

For 2024, the City of Aurora, serving two of the largest counties in Colorado, received HSO funding and conducted sustained year-round seat belt enforcement through short-term, high-visibility belt law enforcement campaigns supplemented by individual enforcement efforts. The Colorado Springs Police Department, Durango Police Department, and the El Paso County Sherriff's Department also dedicated enforcement overtime to conduct traffic enforcement in identified problem areas, including sustained enforcement of occupant protection laws. These agencies utilize grant funds to support sustained high visibility seat belt enforcement patrols to combat restraint system violators and will continue this activity in 2025.

The HSO tracks seat belt citations issued during Click It or Ticket campaigns, and outside of the campaign, through the Click It or Ticket application funding process. All agencies applying for and receiving Click It or Ticket funding must report campaign and non-campaign citation activity, and the agencies mush show that they can sustain seat belt enforcement efforts beyond the Click It or Ticket campaigns.

The Colorado State Patrol (CSP), in conjunction with Colorado law enforcement agencies, also conducts strict enforcement of traffic laws and maximum deployment of available resources. The CSP will continue enforcement and education strategies throughout the year while collaborating with its partners Statewide to consistently reinforce safe driving decisions when traveling within the state. The CSP, who primarily enforce traffic laws on interstates and state highways, has Troop Offices committed to sustained enforcement beyond working the enforcement campaigns. This includes large and small enforcement operations on specific roadways encompassing most counties within Colorado. The CSP also receives additional HSO funding to conduct sustained year-round seat belt enforcement. Sustained year-round enforcement by CSP is targeted in the counties with the highest number of unrestrained fatalities.

In 2024, the HSO recruited law enforcement agencies and CSP Troop Offices to participate in sustained year-round enforcement and during the May Mobilization Click It or Ticket campaign and the July Statewide Click It or Ticket campaign.

For 2025, the HSO will continue support of the Click It or Ticket campaigns to include an April Click It or Ticket campaign, May Mobilization and an additional Statewide Click It or Ticket campaign in July. Sustained year-round enforcement will continue through the agencies listed above and select CSP Troop Offices in specified metro and rural areas.

Sustained enforcement of Colorado's occupant protection laws is an integral part of local law enforcement agencies and the CSP. Enforcement efforts are done on a continual, sustained basis within these agencies. These agencies are operating in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occur, or combined fatalities and serious injuries occur.

High Risk Population Countermeasure Programs

Countermeasure strategies demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: Drivers on rural roadways; Unrestrained nighttime drivers; Teenage drivers; Other high-risk populations identified in the occupant protection program area plan:

Countermeasure Strategy
Communication Campaign
School and Community Based Programs
Short-term, High Visibility Seat Belt Law Enforcement

Submit planned activities demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: Drivers on rural roadways; Unrestrained nighttime drivers; Teenage drivers; Other high-risk populations identified in the occupant protection program area plan:

High Risk Population Countermeasure Program

For 2025 the HSO will target two high-risk populations:

1. Unrestrained Drivers of Rural Roadways and
2. Young Drivers

High unrestrained fatality rates continue to be a challenge for many rural counties throughout Colorado. The statewide average seat belt compliance rate for 2023 was 88.6%, however, compliance rates in rural areas drop as low as 73% and unrestrained fatality rates in rural areas are historically higher than in urban areas. In 2023 three counties rated the lowest in seat belt compliance were El Paso (79%) Pueblo (74%), and Jefferson (73%), all of which encompass rural areas.

Fatalities involving drivers aged 20 or younger consistently range from 13%-15% of total fatalities. In 2023, 112, or 15%, of all fatalities involved a driver under the age of 21. Although Colorado has made tremendous progress in young driver motor vehicle safety, motor vehicle crashes remain one of the leading causes of death for Colorado youth.

In order to address these challenges, local agencies and coalitions throughout the State are being funded to support sustained multi-year programs to support occupant protection strategies to increase the overall seat belt usage rate in rural areas, reduce the number of unrestrained fatalities in rural areas and to reduce the number of drivers aged 20 or younger involved in traffic fatalities. Outreach to targeted groups including drivers of rural roadways and young drivers is being emphasized.

Planned program activities include HVE enforcement, information distribution at various community events, Safety Fairs in schools, high school safety belt challenges, seat belt observations and awareness activities conducted by local youth groups within high schools, awareness education such as Alive at 25, Teens in the Driver Seat and FCCLA, and outreach to targeted groups including young drivers and drivers of rural roadways.

1) Unrestrained Drivers of Rural Roadways

Colorado will fund three Click It or Ticket campaigns in April, May, and July 2025 with officers from the Colorado State Patrol and 62 law enforcement agencies participating. Of the agencies participating in the Click It or Ticket campaigns, over half encompass rural and frontier area of the State. CSP troops and law enforcement agencies also have sustained seat belt enforcement outside of planned campaigns.

- Year-round enforcement of Colorado occupant protection laws through sustained high visibility seatbelt enforcement involving the Colorado State Patrol and other participating local law enforcement agencies in rural areas;
- Rural agencies will continue to collaborate with their partners and utilize social media outlets to further educate the motoring public on the importance of seat belt use and other restraint use in rural areas;

- Continued outreach, education, and awareness of the dangers of unrestrained driving in rural areas through the Office of Communications, including targeted rural areas of Colorado during the enforcement periods; and
- Videos featuring law enforcement from rural areas explaining why buckling up is important.

2) Young Drivers

In 2005, the Colorado Teen Driving Alliance (CTDA) formed, which is a coalition of state and local agencies, non-profits and private-sector partners concerned about teen driving safety. The CTDA is now the Colorado Young Drivers Alliance (CYDA) and components of the Alliance include increasing enforcement of Colorado's Graduated Drivers' Licensing law, increasing safety belt use statewide and providing technical assistance and consultation to local Colorado communities. Alliance members participate on workgroups that focus on social marketing, community programs, legislative issues, and technical assistance, respectively. Alliance members continually receive education and training on issues surrounding teen driving safety, Best Practices, and evaluation techniques. Additionally, the Alliance works to leverage funding and resources to complete a variety of young driving safety projects. The CDOT HSO has active membership and participation on the Alliance and will continue to leverage this group to address Young Driver fatalities in Colorado.

Individual decisions and behaviors are shaped by diverse social, environmental, political, economic, interpersonal, and physical influences. Young drivers are particularly susceptible to the impacts of these systems, and the most effective interventions are those which combine multifaceted, multilevel strategies for sustainable change. Prevention strategies at the outer levels of the social ecology (societal, community, and organizational) are the most likely to have prevention impact to the greatest number of people.

For 2025, young driver proposals that addressed positive youth development, prevention strategies and community-based traffic safety continue to be prioritized for funding. Similar activities will be funded for 2025.

Activities associated with these projects include:

- using a peer-to-peer program led by students involved in school-based groups or clubs, such as SADD, Inc. (Students Against Destructive Decisions) and Teens in the Driver Seat (TDS), who are responsible for developing and promoting safe teen driving messages in their schools. Students are in charge of delivering the intervention(s) and participating in activities involving their peers based on identification of the problems within their specific school. SADD and TDS will be concentrating in the El Paso County and surrounding area for FY25.
- one-time events, such as ThinkFast Interactive and University Hospital's P.A.R.T.Y. Program (Prevent Alcohol and Risk Related Trauma in Youth), which utilize additional activities for schools who have strong, on-going programs throughout the school year.
- establishment and support of county wide youth coalitions. The use of youth-driven, strengths-based initiatives has shown to have positive impact on decreasing risk behaviors.
- continuation of the Teen Safe Streets (TSS) program. The Teen Safe Streets Coalition works to build relationships between Denver teens, policymakers, decision makers, and other community organizations to effect changes at the policy level for reducing teen driver fatalities, to effect change at an environmental level by providing input on traffic related city plans, and to effect change within their communities through education and advocacy.
- school-wide interactive presentations including questions and facts on teen driving behaviors including GDL licensing, distracted driving, drunk and drugged driving, seat belt use, and other related safe driving topics.

- education through GDL classes, participation in peer-to-peer safe driving programs in high schools throughout the school year, and partnerships with community leaders and organizations.
- FCCLA will continue to focus on implementing peer-to-peer traffic safety projects in schools across Colorado, with a specific emphasis on rural counties. By utilizing the FCCLA FACTS program, students will conduct a comprehensive community assessment to identify the most pressing traffic safety concerns in their respective areas. They will gather data on local traffic crash statistics, road conditions, driver behaviors, and other relevant factors. With this information, they will develop and implement evidence-based projects and interventions to address these concerns, engaging and empowering young people to take an active role in promoting traffic safety.

Communications plays a critical role in addressing numerous traffic safety issues identified in the Problem Identification Report and the performance measures as outlined in the Colorado Highway Safety Plan. Communications includes media relations, community relations, marketing, events, paid advertising, and development of strategic partnerships that expand CDOT's goal of furthering safety education and reducing fatalities.

CDOT's Office of Communications (OC) supports the HSO, its grantees and partners with specialized assistance related to projects addressing Occupant Protection education and outreach, Child Passenger Safety and Young Driver safety programs. The OC also conducts the high-visibility media aspect of enforcement campaigns aimed at reducing fatalities, including the "Click It or Ticket" campaigns.

Communications activities that address these areas include:

- Development and implementation of ongoing media and public relations campaigns for high visibility seat belt enforcement.
- Development and implementation of targeted and relevant seat belt campaigns and initiatives in low–belt-use and high unrestrained fatality counties
- Development and distribution of news releases.
- Development of materials for Hispanic audiences and Spanish language media channels.
- Execution of media events and special events which are culturally relevant and linguistically appropriate for minority audiences.
- A campaign that uses social media to remind teens of Colorado GDL laws, including primary enforcement of seat belts.
- A campaign aimed at parents to ensure safe use of car seats for all stages in a child's development.
- A campaign aimed at the dangers that unbuckled passengers pose to others in vehicles.
- Leveraging the power of social media to increase awareness and spark conversation.
- Leveraging new ways to digitally target audiences online through geo-fencing and other advanced methods.
- Development and production of collateral materials, including brochures, fact sheets, posters, flyers, print ads, radio spots and videos.
- Evaluation of campaign elements, including developing a methodology for evaluating increases in public awareness.

Date of the NHTSA-facilitated assessment of all elements of its occupant protection program.

Date of the NHTSA-facilitated assessment: 2/5/2024-2/9/2024

S.1300.22 - 405(c) State Traffic Safety Information System Improvements

Qualification Criteria

Meeting dates of the TRCC during the 12 months immediately preceding the application due date:

Meeting Date
5/18/23
8/17/23
10/19/23
12/14/23
3/7/24
5/16/24

Name and title of the State's Traffic Records Coordinator:

- Name of State's Traffic Records Coordinator: David Swenka
- Title of State's Traffic Records Coordinator: Manager for Safety Program and Analysis Unit, CDOT

List of TRCC members by name, title, home organization and the core safety database represented:

Name	Title	Agency	System
David Swenka	Chair	CDOT	Crash/Roadway
Scott Spinks	Vice Chair	DOR	Crash/Driver/Vehicle
BoYan Quinn	Secretary	CDOT	Crash/Roadway
Glenn Davis	Sergeant at Arms	CDOT	Crash/Roadway
Major Afsoon Ansari	Member	CSP	Citation/Adjudication
Ian Danielson	Member	CDPHE	Injury Surveillance
Webster Hendricks	Member	DHS	Injury Surveillance
Jennifer Frale	Member	Judicial	Citation/Adjudication
Amy Bhikha	Member	OIT	Data Use & Integration

State Traffic Records Strategic Plan

See *Attachment A: State Traffic Safety Information System Improvements Plan*

Quantitative Improvement

See *Attachment B: Quantitative Improvement to Model Inventory of Roadway Elements (MIRE)*

State Highway Safety Data and Traffic Records System Assessment:

Date of Assessment: 11/25/2019

S. 1300.23 - 405(d) Impaired Driving Countermeasures Grants (Mid-Range State)

See Attachment C: Colorado Impaired Driving Plan

S. 1300.24 – 405(e) Distracted Driving Grant

Requirement Description	Met
Qualification criteria for a Distracted Driving Awareness Grant. To qualify for a Distracted Driving Awareness Grant in a fiscal year, a State shall submit as part of its annual grant application, sample distracted driving questions from the State's driver's license examination.	Yes
Qualification criteria for a Distracted Driving Law Grant. To qualify for a Distracted Driving Law Grant in a fiscal year, a State shall submit as part of its annual grant application, legal citations to the State statute demonstrating compliance with one of the following requirements: *Prohibition on youth cell phone use while driving.* The State statute shall – (i) Prohibit a driver who is younger than 18 years of age or in the learner's permit or intermediate license stage from using a personal wireless communications device while driving; (ii) Establish a fine for a violation of the statute; and (iii) Not provide for an exemption that specifically allows a driver to use a personal wireless communication device for texting while stopped in traffic.	Yes

Sample Distracted Driving Questions:
Three questions on the basic written test that apply to distracted driving, are listed below, along with the applicable page(s) in the current State of Colorado, Department of Revenue, Driver's Manual:

- When can you legally use a cell phone while driving? (Page 18)
- Distracted driving can be caused by: (Pages 6 and 24)
- Being "in shape" to drive includes: (Page 5 and 6)

A downloadable version of the Manual may be found here: Colorado Driver Handbook DR 2337

Prohibition on youth cell phone use while driving:
Legal Citation: C.R.S. 42-4-239 (2)
C.R.S. 2023 Title 42 (colorado.gov) – Page 399-401
Minor Drivers: A person under 18 years of age shall not use a wireless telephone while operating a motor vehicle.
Enforcement. Distracted driving violations are primary offenses.
Enacted Date: 8/8/2009
Amended Date: 6/1/2017

S. 1300.25 - 405(f) Motorcyclist Safety Grants

Motorcycle Rider Training Course
Name and organization of the head of the designated State authority over motorcyclist safety issues:

- State authority agency: Colorado Department of Transportation
- State authority name/title: Glenn Davis, Highway Safety Manager

Introductory rider curricula approved by the designated State authority and adopted by the State:

- Approved curricula: Motorcycle Safety Foundation Basic Rider Course

Availability of Motorcycle Rider Training Throughout the State of Colorado and Registration

County or Political Subdivision	Number of registered motorcycles
Adams County	15,351
Arapahoe County	14,999
Broomfield County	2,025
Delta County	1,505
Douglas County	10,850
El Paso County	23,453
Fremont County	2,693
Garfield County	2,361
Jefferson County	22,470
La Plata County	2,859
Larimer County	14,130
Logan County	862
Mesa County	6,379
Moffat County	531
Morgan County	1,062
Pueblo County	5,815
Summit County	1,616
Weld County	11,579
The number of registered motorcycles in counties where training is conducted is 140,540. 140,540 is 77% of all registered motorcycles in Colorado.	

Use of fees collected from motorcyclists for motorcycle programs

Process under which all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are used for motorcycle training and safety programs.

- Use of fees criterion: Law State

Legal citations for each law state criteria.

Requirement Description	State citation(s) captured
The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.	Yes
The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.	Yes

Citations

Legal Citation Requirement: The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.

- Legal Citation: C.R.S. 43-5-504
- Amended Date: 1/1/2018

S. 1300.26 – 405(g) Nonmotorized Safety Grants

Certified by NHTSA

S. 1300.27 – 405(h) Preventing Roadside Deaths Grants

Program Area: Media Communications

Performance Measure Name	Target Metric Type	Target Period	Target Start Date	Target Value
C-16) Number of fatalities involving a worker in Work Zones	Numeric	2024	2025	Maintain at 10

Description of Highway Safety Problems

Roadside fatalities continue to occur in work zones and temporary work zones because of secondary crashes. Despite the existence of a Slow Down, Move Over law in all states, the AAA Foundation for Traffic Safety found that almost a quarter of people (23%) are unaware of the law in the state where they live. Additionally, the AAA Foundation found that among drivers who do not always comply with Move Over laws, 42% thought this behavior was “somewhat” or “not dangerous at all” to roadside emergency workers. Nationally, about 350 people outside a disabled vehicle on the roadside are killed by other drivers every year. Data shows construction/work zone fatalities in the State have also increased:

Year	Fatalities
2018	3
2019	8
2020	13
2021	10
2022	10
2023	16

Given the increases in construction/work zone and temporary work zone fatalities, the CSP will conduct continuous messaging to educate the public about the Colorado “Slow Down, Move Over” law and to keep the appropriate driving behavior top of mind, with an emphasis in all work zones. Through a public safety education campaign, this project will increase the awareness and adoption of the Slow Down, Move Over law with Colorado motorists through a Statewide communications campaign. In cooperation with the HSO, the CDOT Office of Communications and AAA, CSP will partner on year-round social media messaging, create awareness around Crash Responder Safety Week, and educate on the “Slow Down, Move Over” law at various community events and high schools.

Associated Performance Measures

C-16) Number of fatalities involving a worker in Work Zones

Countermeasure Strategy: Communication Program

Project Safety Impacts

Communications and outreach campaigns for the general public are designed to educate, inform and provide resources regarding the behavioral traffic safety challenges on Colorado's roadways and efforts to address them. These strategies are part of a comprehensive, overall traffic safety program and are designed to reduce fatalities on Colorado roadways.

Linkage Between Program Area

As Colorado fatalities continue to rise, a robust communication strategy is critical to create greater awareness among the traveling public. Communications campaigns are developed based on problem identification to address specific behavioral traffic safety challenges.

Rationale

The rationale for selecting these countermeasure strategies is its inclusion in the NHTSA Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. V Communication Program. States should develop and implement communication strategies directed at supporting policy and program elements. Public awareness and knowledge about traffic enforcement services are essential for sustaining increased compliance with traffic laws and regulations. The SHSO, in cooperation with law enforcement agencies, should develop a statewide communications plan and campaign that educates and reminds the public about traffic laws and safe driving behaviors.

Planned Activity: Communications and Outreach

Planned Activity Description

Public awareness, education and communications campaigns for the traveling public, related to the Slow Down, Move Over Law, driver safety and work zone safety.

S. 1300.29 - 1906 Racial Profiling Data Collection Grants

Purpose

To establish criteria, in accordance with Section 1906, for incentives grants to encourage States to maintain and allow public inspection for statistical information on the race and ethnicity of the driver for all motor vehicle stops made on all public roads except those classified as local or minor rural roads.

Assurance: The State will undertake activities during the fiscal year of the grant to comply with the requirements of paragraph (b) (1) of this section, and projects, at the level of detail required under 133.12 (b) (2), supporting the assurances.

(b) Qualification criteria. To qualify for a Racial Profiling Data Collection Grant in a fiscal year, a State shall submit as part of its annual grant application, in accordance with part 11 of appendix B of this part -

(1) Official documents (i.e., a law, regulation, binding policy directive, letter from the Governor, or court order) that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads

Official Documentation
C.R.S. 24-31-903

Statutes current through Chapter 123 of the 2024 Regular Session, effective as of April 22, 2024. The 2024 legislative changes are not final until compared and reconciled to the 2024 work product of the Colorado Office of Legislative Services later in 2024.

- Colorado Revised Statutes Annotated
- Title 24. Government - State (§§ 24-1-101 — 24-116-102)
- Principal Departments (Arts. 30 — 36)
- Article 31. Department of Law (Pts. 1 — 13)
- Part 9. Law Enforcement Integrity (§§ 24-31-901 — 24-31-906)

24-31-903. Division of Criminal Justice Report

(1) Beginning July 1, 2023, the division of criminal justice in the department of public safety shall create an annual report including all of the information that is reported to the division pursuant to subsection (2) of this section, aggregated and broken down by the law enforcement agency that employs peace officers, along with the underlying data.

(2) Beginning April 1, 2022, the Colorado state patrol and each local law enforcement agency that employs peace officers shall report to the division of criminal justice the following using data-collection methods developed for this purpose by the division of criminal justice in conjunction with the Colorado bureau of investigation and local law enforcement agencies:

(a) All use of force by its peace officers that results in death or serious bodily injury or that involves the use of a weapon, including:

(I) The date, time, and location of the use of force;

(II) The perceived demographic information of the person contacted, provided that the identification of these characteristics is based on the observation and perception of the peace officer making the contact and other available data;

(III) The names of all peace officers who were at the scene, identified by whether the peace officer was involved in the use of force or not; except that the identity of other peace officers at the scene not directly involved in the use of force shall be identified by the officer's identification number issued by the P.O.S.T. board unless the peace officer is charged criminally or is a defendant to a civil suit as a result arising from the use of force;

(IV) The type of force used, the severity and nature of the injury, whether the peace officer suffered physical injury, and the severity of the peace officer's injury;

(V) Whether the peace officer was on duty at the time of the use of force;

(VI) Whether a peace officer unholstered or brandished a weapon during the incident, and, if so, the type of weapon;

(VII) Whether a peace officer discharged a weapon during the incident;

(VIII) Whether the use of force resulted in a law enforcement agency investigation and the result of the investigation;

(IX) Whether the use of force resulted in a civilian complaint and the resolution of that complaint;

(X) Whether an ambulance was called to the scene and whether a person was transported to a hospital from the scene whether in an ambulance or other transportation; and

(XI) Whether the person contacted exhibited a weapon during the interaction leading up to the injury or death, and, if so, the type of weapon and whether it was discovered before or after the use of force;

(b) All instances when a peace officer resigned while under investigation for violating department policy;

(c) All data relating to contacts and entries into a residence, including a forcible entry, conducted by its peace officers, including:

(I) The perceived demographic information of the person contacted provided that the identification of these characteristics is based on the observation and perception of the peace officer making the contact and other available data; except that this subsection (2)(c)(I) does not apply to a person contacted who is a witness to a crime or a survivor of a crime;

(II) Whether the contact was a traffic stop;

(II.5) Whether the contact was a show up, as defined in section 16-1-110 (1)(b);

(III) The time, date, and location of the contact;

(IV) The duration of the contact;

(V) The reason for the contact;

(VI) The suspected crime;

(VII) The result of the contact, such as:

(A) No action, warning, citation, property seizure, or arrest;

(B) If a warning or citation was issued, the warning provided, or violation cited;

(C) If an arrest was made, the offense charged;

(D) If the contact was a traffic stop, the information collected, which is limited to the driver;

(E) If the contact was a show up, the information collected pursuant to section 16-1-109 (6) for the eyewitness and the subject.

(VIII) The actions taken by the peace officer during the contact, including but not limited to, whether:

(A) The peace officer asked for consent to search the person, and, if so, whether consent was provided;

(B) The peace officer searched the person, a vehicle, or any property, and, if so, the basis for the search and the type of contraband or evidence discovered, if any;

(C) The peace officer seized any property and, if so, the type of property that was seized and the basis for seizing the property;

(D) A peace officer unholstered or brandished a weapon during the contact, and, if so, the type of weapon; and

(E) A peace officer discharged a weapon during the contact;

(d) All instances of unannounced entry into a residence, with or without a warrant, including:

(I) The date, time, and location of the use of unannounced entry;

(II) The perceived demographic information of the subject of the unannounced entry, provided that the identification of these characteristics is based on the observation and perception of the peace officer making the entry and other available data;

(III) Whether a peace officer unholstered or brandished a weapon during the unannounced entry, and, if so, the type of weapon; and

(IV) Whether a peace officer discharged a weapon during the unannounced entry.

(e) The number of officer-involved civilian deaths.

(3) The Colorado state patrol and local law enforcement agencies shall not report the name, address, social security number, or other unique personal identifying information of the subject of the use of force, victim of the official misconduct, eyewitness, or subject in a show up, or persons contacted, searched, or subjected to a property seizure. Notwithstanding any provision of law to the contrary, the data reported pursuant to this section is available to the public pursuant to subsection (4) of this section.

(4) The division of criminal justice shall maintain a statewide database with data collected pursuant to this section, in a searchable format, and publish the database on its website.

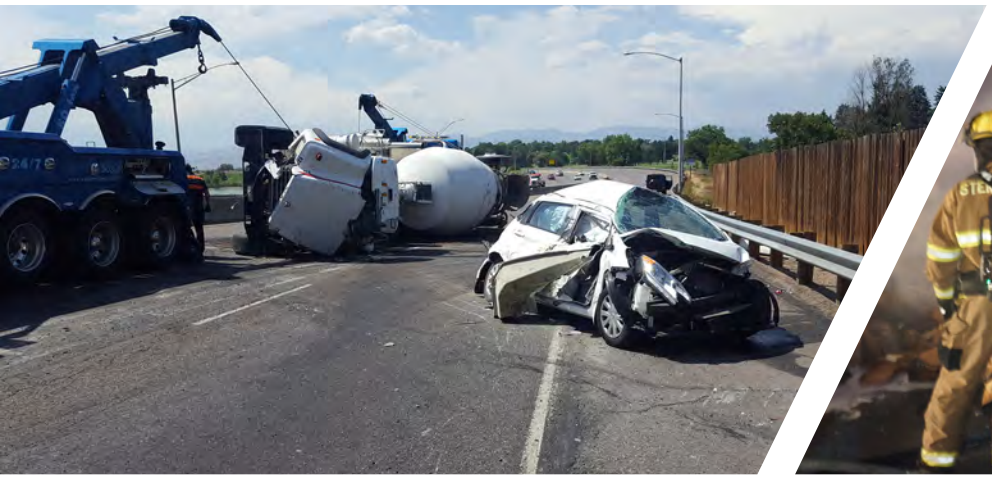
(5) The Colorado state patrol and any local law enforcement agency that fails to meet its reporting requirements pursuant to this section is subject to the suspension of its funding by its appropriating authority.

History

Source: L. 2020:Entire part added,(SB 20-217), ch. 110, p. 449, § 2, effective June 19.L. 2021:IP(2), IP(2)(a), (2)(a)(VI), (2)(a)(VII), (2)(a)(VIII), (2)(a)(IX), IP(2)(c), (2)(c)(I), (2)(c)(VIII)(B), (2)(c)(VIII)(D), (2)(c)(VIII)(E), (2)(d)(III), (2)(d)(IV), and (2)(e) amended and (2)(a)(X) and (2)(a)(XI) added,(HB 21-1250), ch. 458, p. 3058, § 3, effective July 6; (2)(c)(II.5) and (2)(c)(VII)(E) added and (3) amended,(HB 21-1142), ch. 312, p. 1906, § 4, effective September 7.

Attachments

Attachment A: State Traffic Safety Information System Improvements Plan



COLORADO

TRAFFIC RECORDS STRATEGIC PLAN

JUNE 2024

COLORADO TRAFFIC RECORDS STRATEGIC PLAN

June 2024 Update

prepared for
Colorado Department of Transportation

prepared by
Colorado STRAC Committee

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INTRODUCTION

Background of the Traffic Records Strategic Plan

The purpose of this document is to provide the State of Colorado, State Traffic Records Advisory Committee (STRAC), and other traffic safety stakeholders of the State of Colorado with a Strategic Plan for traffic records improvements.

This plan is designed to identify actions to inform the STRAC member agencies and stakeholders on their broad roles in communication, coordination, and assistance to data collectors, managers, and users of traffic data.

This plan is based on the findings and recommendations documented in the 2019 Traffic Records Assessment, the previous strategic plans, and information provided by STRAC members. This revised Strategic Plan continues to provide the framework for improvement to the statewide traffic records system and will guide agencies in the planning and development of projects to improve Colorado Traffic Records. The plan includes clearly defined goals and performance measures to increase public safety and create the environment for improving the state's traffic records system.

The STRAC followed the strategic planning process shown in Figure 1 to develop this plan.

FIGURE 1. STRATEGIC PLANNING PROCESS

Development of the Traffic Records Strategic Plan

The recommendations contained in this strategic plan incorporate a review of Colorado's traffic records and input from persons knowledgeable in the use and operation of the data sets. The purpose of the traffic records review was to update knowledge of Colorado's:

- Compliance with recommended standards, practices, and Federal guidelines.
- Efficiency and effectiveness of data processing, information exchange, and existing technology.
- Ability to support highway safety program management with timely and accurate traffic records information.

This strategic plan also includes a synthesis by the review team of information derived from the following sources:

- 2019 Traffic Records Assessment Report.
- System documentation for the various data sets identified.
- Recommended practices and standards promulgated by various Federal agencies and professional organizations involved in transportation, highway safety, and traffic records.
- Technical expertise of the project team itself in the definition, development, and use of traffic records to support national, state, and local highway and traffic safety applications.
- Strategic planning workshops.
- Knowledge and expertise of the TRCC.

Stakeholder Input

There are three general categories of stakeholders: data users (includes local governments and Metropolitan Planning Organizations), data collectors (law enforcement, hospitals that provide emergency services, DMV, for example), and data system managers (primarily CDOT, DOR, CDPHE). Members for each category were engaged during the strategic plan development for every data system (crash, vehicle, driver, roadway, citation/ adjudication, EMS/ Injury Surveillance) outlined in the assessment. Stakeholders were included in strategic planning work sessions as well as engaged in one-to-one meetings to understand individual priorities as well as the strengths, weaknesses, opportunities, and challenges with the current traffic systems.

TRAFFIC RECORDS SYSTEM OVERVIEW

This section provides a brief overview of each of the State traffic records systems including details regarding integration with other data sets.

Crash

Department of Revenue - DRIVES System

Colorado's Department of Revenue (DOR) is the agency of record for Colorado's crash data which is stored in Colorado's Driver License, Record, Identification, and Vehicle Enterprise Solution (DRIVES System). DRIVES provides a flexible, reliable, accurate and integrated solution for driver and vehicle services, as well as business licensing, and revenue accounting. An automated extract of aggregated crash data is sent to CDOT for reporting and analytics routinely.

The crash database within DRIVES was modified in 2019 to accept data from the new DR 3447 Crash Form as well as the previous DR 2447 Crash Form. The DR 3447 is rated at 44.41% Model Minimum Uniform Crash Criteria (MMUCC) compliant and increases the number of data elements, or "State Element / Attributes That Map" from 222 attributes on the DR 2447 up to 946 attributes for the DR 3447, which are entered into the crash database or obtained via linkage to other databases. This is a 12.91% rating increase over DR 2447 which is rated 31.5% MMUCC Compliant. The new crash form addresses federal requirements to update the injury level definition and capture more robust crash data, to aid in the analysis, development, scoping, and evaluation of traffic safety countermeasures to move Colorado Toward Zero Deaths (TZD).

Driver

Department of Revenue - DRIVES System

The Driver Control Section of DOR has custodial responsibility for the Colorado driver data system, which resides in the DRIVES System and includes commercially licensed drivers. The system maintains novice driver, motorcycle, and driver improvement training histories. DRIVES also captures the original issuance date of licenses, permits, and endorsements. DOR accommodates interaction with the National Driver Register's Problem Driver Pointer System (PDPS), State to State/Driver History Record and the Commercial Driver's License Information System (CDLIS).

Vehicle

Department of Revenue - DRIVES System

The Department of Revenue has custodial responsibility for the Colorado vehicle data system. The State incorporates brand information on the vehicle records that are recommended by the American Association of Motor Vehicle Administrators (AAMVA).

Roadway

Colorado Department of Transportation - Online Transportation Information Systems (OTIS)

Roadway data is contained in CDOT's Online Transportation Information System (OTIS) which is an online dataset providing information for the public as well as transportation planning, and project development. Information is provided on current and projected traffic volumes, state highway attributes, summary roadway statistics, demographics, and geographic data. All State-owned roads are available in a linear reference system including the Model Inventory of Roadway Elements (MIRE) Fundamental Data Elements (FDEs). The State is in the process of moving other business areas to the All Roads Linear Referencing Method to allow integration of location data across different systems.

Citation and Adjudication

Department of Revenue - DRIVES System

The DRIVES System is designed for citations from all potential law enforcement sources (municipal, county, and state) and currently houses the complete electronic citation data for Ports of Entry and manually entered data for citations processed by the department as penalty assessments. The traffic violation citation database and common charge codes database are contained in this system.

Injury Surveillance System

Colorado Department of Public Health and Environment - Injury Data and Epidemiology

The Colorado Department of Public Health and Environment (CDPHE) implements several statewide injury surveillance and prevention and control programs. These programs track injury-related emergency department visits, hospitalizations, and deaths through a variety of data sources and use this information to help reduce the rates of injury through public education, intervention and prevention programs, and policy development. Data has been used to evaluate the effectiveness of Colorado's trauma system in providing care to residents and visitors injured in the state. Visit the Motor Vehicle Safety website for more information about CDPHE's injury surveillance and data.

CDPHE provides injury data available to the public through their Injuries in Colorado Dashboard that includes injury deaths, ED visits, and hospital discharges that can be queried at the county, multi-county region, and statewide level. Foreach of these categories or data sources, there are separate links for each type of metric: counts, crude rates, and age-adjusted rates of injuries. To explore injury data please visit the Injuries in Colorado dashboard.

If a requester needs data that is not available on the Injuries in Colorado dashboard, a health data request portal is available at the bottom of the Center for Health and Environmental Data where the person can submit a custom data request. CDPHE staff will triage the request to the appropriate CDPHE subject matter expert to fulfill the request if possible.

STRAC BACKGROUND

The Moving Ahead for Progress in the 21st century (MAP-21), the Fixing America's Surface Transportation Act (FAST Act) and the Bipartisan Infrastructure Law (BIL) outline the requirements to qualify for the National Highway Traffic Safety Administration (NHTSA) Section 405 grants to improve a State's traffic records system. Traffic records are a key component in the effort to improve safety on the State's transportation system by allowing for the analysis of crash data to aid in the analysis, development, scoping, and evaluation of traffic safety countermeasures to move Colorado Toward Zero Deaths (TZD). The traffic records systems provide the framework supporting the effort to maximize resources to improve safety.

The requirements found under 23 CFR § 1300.22 for inclusion in State Traffic Records Strategic Plans, addressed in this plan, are noted below:

1. Provide a list of all recommendations from the most recent traffic records assessment.

2. Identify which recommendations the State intends to address, along with which Highway Safety Plan projects/planned activities will address each recommendation, and the performance measure used to demonstrate quantifiable and measurable progress.

3. Identify which recommendations the State will not address and provide reasoning for doing so.

TRCC Governance

Colorado's Traffic Records system is a virtual system composed of independent 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 the state's traffic records system are managed by various state agencies. Membership in the State Traffic Records Advisory Committee (STRAC) consists of voting representation from seven state agencies in addition to non-voting representation from local government representatives, universities, researchers, Metropolitan Planning Organizations (MPOs), and others. Collectively, these groups use the data to develop and identify funds to further initiatives to reduce both the number and severity of traffic crashes on the state's roadways. STRAC has served in the roles of the TRCC since the 1970's. In 2008, STRAC reorganized under a restructured interagency Memorandum of Understanding (MOU) designed to provide long-term continuity and support for a coordinated traffic records system. The MOU defines the roles and responsibilities of STRAC and its members. It addresses ownership of the data, security, permissible use along with a process for resolving disputes. This MOU was renewed in 2013, 2016, and was extended in 2021 to allow for revisions to be completed following the development and acceptance of this Strategic Plan.

STRAC Responsibilities

The following summarizes the STRAC responsibilities as outlined in the committee's bylaws.

- 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.
- 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 their respective departments, divisions and agencies on the collection, management, and enhancement of statewide traffic records systems.
- 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.

TRCC Membership

The Officers of the STRAC include the Chairperson, Vice-Chairperson, Secretary, and Sergeant at Arms. Voting members are identified in Table 1.

TABLE 1. VOTING STRAC MEMBERSHIP

Name	Title	Agency	System
David Swenka	Chair	CDOT	Crash/Roadway
Scott Spinks	Vice Chair	DOR	Crash/Driver/Vehicle
BoYan Quinn	Secretary	CDOT	Crash/Roadway
Glenn Davis	Sergeant at Arms	CDOT	Crash/Roadway
Major Afsoon Ansari	Member	CDPS - CSP	Citation/Adjudication
Ian Danielson	Member	CDPHE	Injury Surveillance
Webster Hendricks	Member	DHS	Injury Surveillance
Jennifer Frale	Member	Judicial	Citation/Adjudication
Amy Bhikha	Member	OIT	Data Use & Integration

TRAFFIC RECORDS STRATEGIC APPROACH

Traffic Records Strategic Plan Vision

The vision of the STRAC is to provide a traffic records data system, which delivers complete, timely and accurate data, incorporating data from available sources, for use by data consumers in traffic safety planning, process development and decision making to eliminate transportation system fatalities and serious injuries.

Traffic Records Strategic Plan Mission

To eliminate transportation system fatalities and serious injuries, the STRAC will advance 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 process.

Traffic Records Strategic Plan Goals

To deliver the Traffic Records strategic plan mission and vision, the STRAC will leverage and expand upon recent local and national traffic records improvement work. The following identifies STRAC's strategic plan goals:

1. Improve traffic records data for use in decision making to reduce transportation system fatalities and serious injuries.
2. Increase participation and collaboration in traffic records initiatives statewide.
3. Reduce barriers in electronic data transfer, data quality, linkage, and integration processes.

2019 Traffic Records Assessment Recommendations

NHTSA's *Traffic Records Program Assessment Advisory* describes the ideal traffic records systems from which States can assess their capabilities. The benefit for States to align to the description of the ideal traffic records system would be to ensure that complete, accurate, and timely traffic safety data is collected, analyzed, and made available for decision making, which is central to identifying traffic safety problems, and designing countermeasures to reduce injuries and deaths caused by crashes. The ideal described is aspirational, and there is no expectation that States align perfectly with the ideal as described.

Out of the 328 assessment questions, Colorado met the Advisory ideal for 155 questions (47%), partially met the Advisory ideal for 71 questions (22%), and did not meet the Advisory ideal for 102 questions (31%). The percentages for each area are broken out below:

- Traffic Records Coordinating Committee Management – 75% of the ideal
- Strategic Planning – 82% of the ideal

- Crash Data – 54% of the ideal
- Vehicle Data – 47% of the ideal
- Driver Data – 66% of the ideal
- Roadway Data – 15% of the ideal
- Citation/ Adjudication Data – 16% of the ideal
- EMS/ Injury Surveillance Data – 59% of the ideal
- Data Use and Integration – 33% of the ideal

Below is a summary of assessment recommendations by system. There were no recommendations for the Traffic Records Coordinating Committee, Strategic Planning, or Data Use and Integration; the STRAC will continue their work in these three categories. Several recommendations apply to multiple systems. The STRAC is working to address those recommendations concurrently.

Crash Data System

1. Improve the data dictionary to reflect best practices identified in the Traffic Records Program Assessment Advisory.
   Status: In Process for FY 25
   Supporting Activities: Complete traffic records connection with GDAB work and data inventory (See Action Plan)

2. Improve the data quality control program to reflect best practices identified in the Traffic Records Program Assessment Advisory.
   Status: In Process for FY 25
   Supporting Activities: Quantify existing data cleaning efforts. Prioritize data elements for quality improvement. (See Action Plan)

3. Improve interfaces to reflect best practices identified in the Traffic Records Program Assessment Advisory.
   Status: Complete
   Supporting Activity: Surveyed users of the Crash Data Dashboard. Developed a fatal and serious injury report for STRAC bi-monthly reporting.

Vehicle Data System

1. Improve the data quality control program to reflect best practices identified in the Traffic Records Program Assessment Advisory.
   Status: Not Started, planned for FY 25
   Supporting Activities: Quantify existing data cleaning efforts. (See Action Plan)

Driver Data System

1. Improve the data quality control program to reflect best practices identified in the Traffic Records Program Assessment Advisory.
   Status: Not Started, planned for FY 25
   Supporting Activities: Quantify existing data cleaning efforts. (See Action Plan)

Roadway Data System

1. Improve the data dictionary to reflect best practices identified in the Traffic Records Program Assessment Advisory.
   Status: In Process for FY 24
   Supporting Activities: Complete traffic records connection with GDAB work and data inventory. (See Action Plan)
2. Improve the data quality control program to reflect best practices identified in the Traffic Records Program Assessment Advisory.
   Status: In Process for FY 25
   Supporting Activities: Quantify existing data cleaning efforts. Prioritize data elements for quality improvement. (See Action Plan)
3. Improve interfaces to reflect best practices identified in the Traffic Records Program Assessment Advisory.
   Status: In Process for FY 25
   Supporting Activities: Migrate MIRE data to ArcGIS and complete Intersection Manager tool (See Action Plan)

Citation/Adjudication Data System

1. Improve the data dictionary to reflect best practices identified in the Traffic Records Program Assessment Advisory.
   Status: In Process for FY 25
   Supporting Activities: Complete traffic records connection with GDAB work and data inventory. (See Action Plan)
2. Improve the data quality control program to reflect best practices identified in the Traffic Records Program Assessment Advisory.
   Status: Not Started, planned for FY 25
   Supporting Activities: Quantify existing data cleaning efforts. (See Action Plan)

Injury Surveillance Data System

1. Improve the data quality control program to reflect best practices identified in the Traffic Records Program Assessment Advisory.
   Status: Not Started, planned for FY 25
   Supporting Activities: Quantify existing data cleaning efforts. (See Action Plan)
2. Improve interfaces to reflect best practices identified in the Traffic Records Program Assessment Advisory.
   Status: Not Started
   Supporting Activities: The Injury data dashboard and data request portal have been deployed. Further improvement is not a FY 25 priority of STRAC.

The 2019 Traffic Records Assessment is available for reference in Appendix A.

Traffic Records System Performance

For the performance period of April 1, 2024, to March 31, 2025, the STRAC will advance transfer of citation data between law enforcement and Colorado Department of Revenue to improve accuracy of Citation data statewide.

Electronic Citation

Core Traffic Records Systems Impacted

- Citation/Adjudication

Performance Areas Impacted

- Accuracy

Performance Measure Used to Track Improvements

Reduction in critical elements with errors. Measured as the percentage of citation records with no errors in 10 critical data elements. The 10 critical data elements are:

- location,
- court information,
- driver license number,
- citation number,
- law enforcement agency,
- offense/serve date,
- common code,
- CMV,
- school zone, and
- CDL.

These critical data elements account for approximately 77% of all citation errors.

Performance Measure Improvement Achieved

Increasing accuracy of citation data transfer between Colorado State Patrol and Colorado Department of Revenue will reduce errors and improve data at a statewide level. Baseline of data accuracy is FY 23. The percentage of citations without errors in 5 critical elements (as described above) will be improved by 10% by March 31, 2025.

Measurement Technique

Measured as the percentage of citation records with no errors in critical data elements from April 1, 2024, to March 31, 2025, as measured monthly.

Crash Location

Core Traffic Records Systems Impacted

- Crash

Performance Areas Impacted

- Completeness

Performance Measure Used to Track Improvements

Decrease the percentage of crash records submitted to the Colorado Department of Revenue with missing or incorrect data elements related to location. Measured as the percentage of crash records with no missing critical data elements related to location.

Performance Measure Improvement Achieved
Increasing the completeness of crash location data. Baseline of data completeness will be FY 23. The percentage of crash records without missing critical data elements related to location will be improved by 10% by March 31, 2026.1

Measurement Technique
Measured as the percentage of crash records without missing critical data elements related to location from April 1, 2024 to March 31, 2026, as measured monthly.

Electronic Crash /Electronic Citation Participating Agencies

Core Traffic Records Systems Impacted
- Crash
- Citation/Adjudication

Performance Areas Impacted
- Accuracy
- Completeness

Performance Measure Used to Track Improvements
Increase the number of agencies using Colorado's e-citation / E-Crash reporting processes. E-crash to be improved by two agencies by March 31, 2026. E-citation to be improved by 2 agencies by March 31, 2026.

Performance Measure Improvement Achieved
Increasing accuracy and completeness of electronic data transfer between agencies and Colorado Department of Revenue will reduce errors and improve data at a statewide level. Baseline of data accuracy established in FY 23.

Measurement Technique
Measured by number of agencies reporting to Colorado Department of Revenue electronically from April 1, 2024 to March 31, 2025, as measured quarterly.

Note: DRIVES update is planned between July 1, 2024 and July 1, 2026. DOR has completed inbound API development allowing E-crash and E-citation transmittals. It is expected that any necessary development will occur on the law enforcement Record Management System (RMS) side. Additional DOR development efforts will not be possible during the DRIVES planned update.

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 in this section are current projects approved by the STRAC at the time of this report.

BESDT Electronic Crash Form

STRAC observed that connecting to the DOR DRIVES system via API to deliver electronic crash forms presented a significant barrier for some law enforcement agencies. To mitigate the barrier, CDOT will develop an electronic crash form within the Behavioral and Engineering Safety Data and Traffic (BESDT) system to accept crash data directly from the local law enforcement agency via a web-based form interface. CDOT will transmit these data to DOR DRIVES via API on behalf of the law enforcement agency. CDOT will provide outreach and training to law enforcement agencies on the BESDT Electronic Crash Form.

Traffic Records Coordinator (TRC)

This project was created to supply Colorado with a TRC 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. Duties will include monitoring the work done on projects relating to developing a statewide crash database. Also, working with stakeholders to facilitate the rollout of a new state crash form and crash manual, expand data collection as well as distribution, establishing requirements (IT, business rules, confidentiality/security, etc.) for new projects, especially those related to data sharing, and helping manage or monitor traffic record projects. Other duties will include participation in STRAC and promoting participation in projects by stakeholders, promoting e-crash transmission into DOR, helping with related projects, soliciting new agencies to transmit their crash reports electronically, and working to institute a state e-citation and e-crash platforms to promote a uniform citation format and easier e-crash submission for smaller agencies.

Denver Region Crash Data Consortium Pilot Project

Crash data is an important and highly utilized dataset across multiple agencies and the public. Crash data helps decision-makers understand the nature, causes, and injury outcomes of crashes. And it also provides context for the design of projects, strategies and interventions that will reduce crashes and their consequences. The primary goal of this project is

to investigate and demonstrate the value of the work to solve common issues. The project will focus on improving crash location.

Technology Transfer

The primary goal of this project is to increase traffic records knowledge for STRAC members and active participants by attending the Association of Traffic Safety Information Professionals (ATSIP) Traffic Records Forum. The conference is for data analysts, state and local law enforcement officials, engineers, motor vehicle officials, emergency medical providers, judicial administrators and highway safety officials. This conference or opportunity will enable the attendees to learn and incorporate best practices from around the nation.

E-Citation Project

Several voting agency members of the Statewide Traffic Records Advisory Committee (STRAC) are collaborating to utilize digital technologies, including Colorado Department of Revenue (CDOR) Application Programming Interfaces (API), to move towards electronic transmission of a citation. The electronic transmission of a citation will include the issuance of a citation from law enforcement to CDOR (penalty assessment) and Judicial (summons), then any unpaid penalty assessments to court hearing, adjudicated convictions back to CDOR and ending with any update to a driver record. With the increasing number of citations issued each year, state partners have identified the need to move away from manually written, mailed, or emailed, paper citation forms; 50% or more being issued by the Colorado State Patrol (CSP) daily. Additionally, citations are issued by more than 220 Colorado Law Enforcement Partners (LEA's) which are being sent to CDOR to be processed annually. By digitizing the citation process from officer issuance to court rulings (adjudication), each participating agency will also improve their individual agency work functions, using electronic transmission to share and process a citation between partners through its lifecycle.

The e-Citations Project is a multi-agency initiative that includes Colorado State Patrol (CSP), Colorado Judicial, Colorado Department of Transportation (CDOT), Colorado Department of Revenue (CDOR) and the Office of Information and Technology (OIT). The partners are keenly focused on utilizing this technology to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of state citation data needed to identify priorities for national, state, and local highway and traffic safety programs. This project will allow the agencies to exchange data between all partners to meet those objectives more efficiently and effectively. The e-citation effort began with DOR building a Development Portal and an Inbound e-Citation Application Programming Interface (API) in 2020 to receive citations electronically. The API allowed and continues to allow any participating LEA with the functionality to transmit e-citations directly to DOR's system of record of "DRIVES" eliminating backlogs, manual error, and mailing delays. The API alone, however, represents only the start and a portion of the required development which may require multiple years. Agencies who work with a citation through its lifecycle, have committed both financial and personnel resources to this process development and the technologies needed to ensure project completion is achieved.

The agencies are challenged by development timelines, internal competing work interests, and different agency development needs resulting in a period of suspended work efforts. The level of individual commitment needed as well as planning and scheduling of chronologic development required for the success of this project also presents a challenge. To solve these challenges, the project will provide a contracted Project Manager to facilitate progress over the next 1-3 years. The project management effort has identified a series of next steps to advance e-citations including Phase 1: one-way travel of citation data from CSP to DOR/Judicial, and Phase 2: data optimization and deployment.

JeffCom911 CAD-to-CAD Data Spoke

The goal of the CAD-to-CAD Hub and Data Spoke is to automatically populate crash location data from emergency computer aided dispatch to responding agency databases/systems, such that real-time crash information feeding into local law enforcement Records Management System (RMS) are auto transferred on to the relevant reporting agency's DR 3447 Crash Report.

Geocoding and Linear Referencing System Creation for Off-Highway System Crashes in City of Boulder

The primary goal of this project is to implement a methodology for populating coordinate information and create linear referencing for off-highway system crash records in the City of Boulder. Following the completion of this project, City of Boulder will provide a Linear Referencing System (LRS) and accurately populated coordinates for 99% of off-highway system crash records to the CDOT Traffic and Safety Branch to be included in the state's permanent crash records file. This work will provide a sustainable methodology to ensure reliable quality of off-highway system crash records into the future.

Denver County Geocoding

There were 58,637 off-highway system crash records reported between 2017 through 2021 in Denver County, most of which were reported with no coordinate information from the source crash report. While the Denver Regional Council of Governments (DRCOG) has assigned coordinates to many of these crashes for 2017 – 2020 using an automated process, numerous crashes are assigned to incorrect locations due to crash offsets that were not corrected against roadway centerlines, locating of crashes to intersections with tied potential matching locations, locating of crashes to incorrect partially matched locations, and locating of crashes reported at physical addresses on top of buildings as opposed to street centerlines. Incomplete or missing location information in crash data often obscure crash causality and lead to the construction of inappropriate counter measures. The intent of this project is to improve the accuracy, uniformity and completeness of off-system crash records in Denver County.

City of Westminster Police Department - Enhancing E-Ticket System

The City of Westminster Police Department is in the beginning stages of the implementation of a new e-ticket system. The frame work is completed with only 10 test e-ticket units. The goal is to increase the number of e-ticket licenses by adding an additional 137 as well as increasing the number of citation printers by adding an additional 60 to service the additional licenses. This will allow for a decrease in time that it takes to serve an actual citation on the road as well as improve the timeliness of a citation by collecting the necessary data submitted to the Department of Motor Vehicle/Department of Revenue. Thus, increasing the efficiency of the number of citations served by the traffic/patrol officer. Adding the additional e-ticket units and citation printers, will equip the entire Traffic and Patrol Units with the e-ticket system. The local in-kind match is in the amount of $36,202 (or 20 percent), which will be expenses already incurred by the WPD for the implementation of the e-ticket system that includes equipment, software, user licenses, and interface costs. The contract will run from October 1, 2023 through September 30, 2024.

Crash Data Dashboard Enhancements

In 2021, the Colorado Department of Transportation (CDOT) Traffic Safety and Engineering Branch developed a web-based performance dashboard that displays all reporting public roadway crashes in Colorado. Users may query data on four different dashboard interfaces to better understand the numbers, causes, types, and locations of crashes statewide. This

dashboard solution was originally conceived as a high-level overview of crash data for the state of Colorado. However, the dashboard does not currently meet the needs of the intended end users, which include decision-makers, stakeholders, and the public, as these users are demanding more from Colorado traffic records data and the capability of the current dashboard does not align with these demands; this poor end user experience relative to the Crash Data Dashboard is the central problem that this project aims to address. The final outcome of the project will be the production of a new dashboard that achieves all of the projects objectives which include integration with other resources, increased number of data available, and improved navigation among other things.

Traffic Records Project Prioritization

Grant Management

The STRAC oversees the solicitation, application, review, approval, and recommendation of NHTSA 405c 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.

For Federal Fiscal Year 2025 (FFY25), the STRAC will evaluate projects authorized for NHTScA 405c funding and will continue to encourage those projects that serve the key goals and objectives of this STRAC Strategic Plan. The STRAC will use the following schedule to guide its traffic records grant application and prioritization process for FFY25:

- Short form applications due by February 2025
- Preliminary approval by STRAC at December 2024 and March 2025 meetings
- Long form applications due April 2025
- Main approval (from NHTSA) in August/September
- Projects start after October 1, 2025
- Projects end September 30, 2026

A copy of the most recent Traffic Records Assessment, Traffic Records Strategic Plan, and the NHTSA publication Model Performance Measures for State Traffic Records Systems are made available to applicants.

Project Prioritization Process

There is a formal process which the STRAC undertakes annually to approve, conditionally approve, or reject projects and further provide rankings when projects exceed funding. The overall criteria is that proposed 405c projects must improve Colorado's traffic records systems. If they meet that criteria and meet the goals of this Strategic Plan, then the projects are usually accepted, if funding is available. If the STRAC review identifies that the project cost outweighs the return on the investment, or it solely benefits the sponsoring agency internally, then the proposed project is rejected and sent back to the applicant with guidance about the denial and a request for corrections or further clarification. As a general rule, a four box analysis is conducted for each proposal received as indicated in Figure 2 below.

FIGURE 2. FOUR BOX PROJECT ANALYSIS

FFY 2023 Projects (October 2022 to September 2023)

Through May 2024, STRAC approved projects totaled $1,020,662 for FFY 2023.

FFY 2024 Projects (October 2023 to September 2024)

Through May 2024, STRAC approved projects totaled $1,149,049 for FFY 2024.

FFY 2025 Projects (October 2024 to September 2025)

As of June 2024, STRAC has identified projects for FFY 2025 totaling approximately $1,100,000. Additional projects are likely to be identified, approved, and completed throughout 2025.

Traffic Records System Improvement Project Listing

In planning for future years, the STRAC considers projects expected to be ready to proceed soon and beneficial projects with less certainty regarding timing of when they will be ready to proceed. Table 2 describes the projects currently under consideration. The table includes both potential 405(c) projects and projects likely to be funded using other resources. See Action Plans for more detail, where available.

TABLE 2. TRAFFIC RECORDS IMPROVEMENT PROJECT LISTING BY PRIORITY

Project ID	Project Title	Completed	Statewide Goal(s)*	Lead Agency / Staff	Difficulty	Benefit	Priority Level	Funding Amount & Source**
	STRAC Executive Committee	✓	1, 2, 3	STRAC	Easy	High	0-2 years	N/A
	STRAC Crash Data Reporting	✓	1	CDOT	Easy	High	0-2 years	N/A
	MIRE FDE Intersection Data	✓	1	CDOT	Easy	High	0-2 years	N/A
	Improving Data Quality Control		1	STRAC	Easy	High	0-2 years	TBD
	Improving Data Dictionaries		1, 3	TRC	Easy	High	0-2 years	N/A
	MIRE FDE GIS Intersection Manager Tool	✓	1	CDOT	Easy	High	0-2 years	N/A
	BESDT Electronic Crash Form		1, 2, 3	CDOT	Easy	High	0-2 years	405(c)
	Compare Injury Severity Between Crash Records and EMS/Hospital data		1, 2, 3	CDPHE	Easy	High	0-2 years	N/A
	Crash Manual		1, 2, 3	CSP	Easy	High	0-2 years	N/A
	Statewide Traffic Safety Information Needs Survey		1, 2, 3	CDOT	Easy	High	0-2 years	N/A
	Electronic Citation Project Manager		1, 2, 3	CDOR	Medium	High	2-5 years	$214,500 405(c) for FFY'24
	Traffic Data Accessibility		1, 3	CDOT	Medium	High	2-5 years	$625,000 405(c) for FFY '25
	Latitude/Longitude Data Collection Improvement		1, 3	CSP	Medium	High	2-5 years	TBD
	Data Reconciliation		1, 2, 3	CDOT	Medium	High	2-5 years	TBD
	Vulnerable Road Users		1	CDOT	Medium	High	2-5 years	TBD
	Case Management System Improvement		1, 2, 3	Judicial	Hard	High	5+ years	TBD
	Consolidated Crash Records Repository		1, 2, 3	STRAC	Hard	High	5+ years	TBD

** Statewide Goals: 1. Improve traffic records data for use in decision making to reduce transportation system fatalities and serious injuries. 2. Increase participation and collaboration in traffic records initiatives statewide. 3. Reduce barriers in electronic data transfer, data quality, linkage, and integration processes.*

*** N/A included within an existing project or program.*

DATA QUALITY MANAGEMENT

Statewide Performance Measures and Metrics

The STRAC is implementing statewide data quality management by assessing the current state of each system in FY 2025 and establishing relevant performance targets. The STRAC will prioritize elements for accuracy and completeness improvement.

COMMITMENT TO THE STRATEGIC PLAN

STRAC Memorandum of Understanding (MOU)

The STRAC Voting Member agencies participate in a MOU which outlines their mutual commitment to improving traffic records in Colorado. A copy of the MOU is provided in Appendix B.

Action Plan

The STRAC has developed the following Action Plans to plan for and monitor progress of these individual work efforts. Additional Action Plans are in development and will be incorporated into this plan as they are completed.

Traffic Records Action Plan

Project Name: Creation of an Executive level STRAC Committee
Project ID: STRAC Executive Committee
Goals:

- Improve traffic records data for use in decision making to reduce transportation system fatalities and serious injuries
- Increase participation and collaboration in traffic records initiatives statewide
- Reduce barriers in electronic data transfer, data quality, linkage, and integration processes

Objective: Improve Data Timeliness, Accuracy, Completeness, Uniformity, Integration, and Accessibility

Task	Name	Timeline	Precursors	Dependents	Lead Agency / Staff	Current Status	Notes
1	Revisit STRAC MOU and Bylaws to formalize Executive Committee role & practice	FY 23	n/a	n/a	STRAC / Chair	Complete	Updated bylaws to formalize
2	MOU Update	FY 25	n/a	n/a	STRAC / Chair	In Process	

Project Name: 2019 Traffic Records Assessment Recommendation on Improving Data Quality Control Program
Project ID: Improving Data Quality Control
Goal: Improve traffic records data for use in decision making to reduce transportation system fatalities and serious injuries
Objective: Improve Data Accuracy

Task	Name	Timeline	Precursors	Dependents	Lead Agency / Staff	Current Status	Notes
1	Baseline Traffic Records Data Cleaning Efforts	FY 24		2	STRAC / Chair	In Process	
2	Prioritize Data Elements for Accuracy and Completeness Improvement	FY 24	1	3	STRAC / Chair	In Process	
3	Develop Quality Improvement Plan for Priority Data Elements	FY 24	2	4	STRAC / Chair	In Process	
4	Develop Quality Improvement Performance Metrics for Priority Data Elements	FY 24	3		STRAC / Chair	In Process	

Project Name: 2019 Traffic Records Assessment Recommendation on Improving Data Dictionaries to Reflect Best Practices
Project ID: Improving Data Dictionaries
Goals:

- Improve traffic records data for use in decision making to reduce transportation system fatalities and serious injuries
- Reduce barriers in electronic data transfer, data quality, linkage, and integration processes

Objective: Improve Data Accessibility

Task	Name	Timeline	Precursors	Dependents	Lead Agency / Staff	Current Status	Notes
1	Complete Traffic Records Data Map	FY 23		2	STRAC / TRC	In process	Adapt to benefit from work of GDAB.
2	Complete Data Inventories • COGNOS • BESDT • MIRE • CHA • NEMSIS • COHID • CDPHE • FARS • OTIS • CORIS • DRIVES • Local Court • State Court • TMS • SAP	FY 24 Start	1	3	STRAC / TRC	In process	
3	Complete Data Dictionaries	FY 24+	2		STRAC / TRC	Not started	

Project Name: 2019 Traffic Records Assessment Recommendation on Improving Interfaces to Reflect Best Practices
Project ID: STRAC Crash Data Reporting
Goal: Improve traffic records data for use in decision making to reduce transportation system fatalities and serious injuries
Objective: Improve Data Accessibility

Task	Name	Timeline	Precursors	Dependents	Lead Agency / Staff	Current Status	Notes
1	CDOT Crash Data Dashboard		N/A	2	CDOT / STRAC Voting Member	Complete	Dashboard
2	Roll Out Dashboard for General Use	FY 22	1	3	CDOT / STRAC Voting Member	Complete	Safety Summit & Webinars
3	Survey Users Re: Dashboard	FY 23	2		CDOT / STRAC Voting Member	In process	User Feedback Workshops March 2023
4	Develop Fatal and Serious Injury Summary for STRAC reporting	FY 23	1		CDOT / STRAC Voting Member	Complete	

Project Name: 2021 Strategic Plan Recommendation to Complete MIRE intersections
Project ID: MIRE FDE Intersection Data
Goal: Improve traffic records data for use in decision making to reduce transportation system fatalities and serious injuries
Objective: Improve Data Completeness

Task	Name	Timeline	Precursors	Dependents	Lead Agency / Staff	Current Status	Notes
1	Advance Intersection Data Elements for public roads from 0% to 69% complete				CDOT / STRAC Voting Member	Complete	
2	Advance Intersection Data Elements for public roads from 69% to 100% complete	FY 22-23	1		CDOT / STRAC Voting Member	Complete	MIRE completion required by 9/30/26

Project Name: 2021 Strategic Plan Recommendation to Complete MIRE intersections
Project ID: MIRE FDE GIS Intersection Manager Tool
Goal: Improve traffic records data for use in decision making to reduce transportation system fatalities and serious injuries
Objective: Improve Data Completeness

Task	Name	Timeline	Precursors	Dependents	Lead Agency / Staff	Current Status	Notes
1	Migrate MIRE data to ArcGIS and complete Intersection Manager tool	FY 24-25			CDOT / STRAC Voting Member	In Process	

Project Name: 2019 Traffic Records Assessment Recommendation on Improving Interfaces to Reflect Best Practices
Project ID: BESDT Electronic Crash Form
Goals:

- Improve traffic records data for use in decision making to reduce transportation system fatalities and serious injuries
- Increase participation and collaboration in traffic records initiatives statewide
- Reduce barriers in electronic data transfer, data quality, linkage, and integration processes

Objective: Improve Data Accessibility

Task	Name	Timeline	Precursors	Dependents	Lead Agency / Staff	Current Status	Notes
1	Complete Inbound API (CDOT)	FY 22-23			CDOT / STRAC Voting Member	In Process	405(c)
2	Roll Out BESDT Electronic Crash Form	FY 24	1	3	CDOT / STRAC Voting Member	Not Started	
3	BESDT Electronic Crash Form Outreach & Training	FY 24	2		CDOT / STRAC Voting Member	Not Started	

Project Name: Crash Records Injury Severity Assessment
Project ID: Compare Injury Severity Between Crash Records and EMS/Hospital data
Goals:

- Improve traffic records data for use in decision making to reduce transportation system fatalities and serious injuries
- Increase participation and collaboration in traffic records initiatives statewide
- Reduce barriers in electronic data transfer, data quality, linkage, and integration processes

Objective: Improve Data Accuracy

Task	Name	Timeline	Precursors	Dependents	Lead Agency / Staff	Current Status	Notes
1	Report findings of data matching (Trauma v. Crash) effort previously funded by CDC	FY 25			CDPHE / STRAC Voting Member	Not Yet Started	
2	Identify Crash Record Injury Severity Improvement Strategies	FY 26	1		STRAC / TRC	Not Yet Started	Officer's Crash Reporting Manual, officer training, data integration

Project Name: Investigating Officers Crash Reporting Manual
Project ID: Crash Manual
Goals:

- Improve traffic records data for use in decision making to reduce transportation system fatalities and serious injuries
- Increase participation and collaboration in traffic records initiatives statewide
- Reduce barriers in electronic data transfer, data quality, linkage, and integration processes

Objective: Improve Data Accuracy, Completeness

Task	Name	Timeline	Precursors	Dependents	Lead Agency / Staff	Current Status	Notes
1	Identify Crash Manual task force participants	FY 22			CSP / STRAC Voting Member	Complete	
2	Perform a user survey	FY 23	1	4	STRAC / TRC	Complete	
3	Review DR 3447 crash data	FY 23-24		4	STRAC / TRC	In Process	
4	Update Crash Manual and develop implementation plan	FY 23-24	1,2,3		STRAC / TRC	In Process	

Project Name: Statewide Traffic Safety Information Needs Survey
Project ID: Statewide Traffic Safety Information Needs Survey
Goals:

- Improve traffic records data for use in decision making to reduce transportation system fatalities and serious injuries
- Increase participation and collaboration in traffic records initiatives statewide
- Reduce barriers in electronic data transfer, data quality, linkage, and integration processes

Objective: Improve Data Timeliness and Accessibility

Task	Name	Timeline	Precursors	Dependents	Lead Agency / Staff	Current Status	Notes
1	Identify key areas of interest and target survey audience	FY 24			CDOT / STRAC Voting Member	In Process	
2	Prepare survey and collect responses	FY 24-25	1		STRAC / TRC	Not Started	
3	Analyze findings and report	FY 24-25	2		STRAC / TRC	Not Started	

Project Name: Electronic Citation Project
Project ID: Electronic Citation Project
Goals:

- Improve traffic records data for use in decision making to reduce transportation system fatalities and serious injuries
- Increase participation and collaboration in traffic records initiatives statewide
- Reduce barriers in electronic data transfer, data quality, linkage, and integration processes

Objective: Improve Data Integration

Task	Name	Timeline	Precursors	Dependents	Lead Agency / Staff	Current Status	Notes
1	Initiate Task Force	FY 22			CSP / STRAC Voting Member	Completed	
2	Identify uniform citation data standards	FY 22-24	1		CSP / STRAC Voting Member	In Process	405(c)
3	Identify electronic data transmission requirements and scope for each agency (LEAs, Judicial, CDOR, CICJIS)	FY 24	2		OIT / CICJIS	In Process	405(c)
4	Develop project funding and implementation plan	FY 24	3		OIT / CICJIS	In Process	405(c)
5	Complete initial project build	FY 24	4		CDOR / STRAC Voting Member	Not Started	405(c)
6	Phase 1 CSP RDW-CICJIS API	FY 24-25	5		OIT / CICJIS, CSP	In Process	405 (c)
7	Phase 1 CICJIS AWS-DOR API	FY 24-25	5		OIT / CICJIS, DOR	In Process	405 (c)
8	Phase 1 CICJIS AWS-Judicial API for unpaid citations	FY 24-25	5		OIT / CICJIS, Judicial	In Process	405 (c)
9	Phase 1 CSP RDW-Judicial API for summons	FY 24-25			OIT /CSP, Judicial	In- Process	405 (c)
10	Phase 1 go live with pilot group	FY 25	6, 7, 8		OIT / CICJIS, CSP, DOR, Judicial	Not Started	405 (c)
11	Phase 2 data optimization	FY 25-26	9		CICJIS / CSP, DOR, Judicial	Not Started	405 (c)
12	Phase 2 extend deployment	FY-26+	10		CICJIS / CSP, DOR, Judicial	Not Started	

Project Name: Traffic Data Accessibility
Project ID: Traffic Data Accessibility
Goals:

- Improve traffic records data for use in decision making to reduce transportation system fatalities and serious injuries
- Reduce barriers in electronic data transfer, data quality, linkage, and integration processes.

Objective: Improve Data Accessibility

Task	Name	Timeline	Precursors	Dependents	Lead Agency / Staff	Current Status	Notes
1	Traffic Data Accessibility project scoping activities	FY 24			CDOT / STRAC Voting Member	Not Started	
2	TBD based on project scoping	FY 24+			CDOT / STRAC Voting Member	Not Started	

Project Name: Latitude/Longitude Data Collection Improvement
Project ID: Latitude/Longitude Data Collection Improvement
Goals:

- Improve traffic records data for use in decision making to reduce transportation system fatalities and serious injuries
- Reduce barriers in electronic data transfer, data quality, linkage, and integration processes.

Objective: Improve Data Accuracy

Task	Name	Timeline	Precursors	Dependents	Lead Agency / Staff	Current Status	Notes
1	ID data collection challenges	FY 24			CSP / STRAC Voting Member	Not Started	
2	Develop strategies	FY 24	1	3	CSP / STRAC Voting Member	Not Started	
3	Strategy implementation	FY 24+	2		CSP / STRAC Voting Member	Not Started	

Project Name: Data Reconciliation
Project ID: Data Reconciliation
Goals:

- Improve traffic records data for use in decision making to reduce transportation system fatalities and serious injuries
- Increase participation and collaboration in traffic records initiatives statewide
- Reduce barriers in electronic data transfer, data quality, linkage, and integration processes.

Objective: Improve Data Timeliness, Accuracy, Integration, and Accessibility

Task	Name	Timeline	Precursors	Dependents	Lead Agency / Staff	Current Status	Notes
1	Determine data set/transfer to investigate	FY 25			CDOT / STRAC Voting Member	Not Started	
2	Reconcile data sets routinely transferred between entities, ID recurring topics/ data elements	FY 25+			CDOT / STRAC Voting Member	Not Started	
3	ID permanent solutions for recurring topics	FY 25+			CDOT / STRAC Voting Member	Not Started	
4	Follow up on user satisfaction	FY 25+			CDOT / STRAC Voting Member	Not Started	

Project Name: Vulnerable Road Users
Project ID: Vulnerable Road Users
Goals:

- Improve traffic records data for use in decision making to reduce transportation system fatalities and serious injuries

Objective: Improve Data Quality

Task	Name	Timeline	Precursors	Dependents	Lead Agency / Staff	Current Status	Notes
1	ID locations of VRU crashes	FY 24			CDOT / STRAC Voting Member	Complete	2023 Colorado Vulnerable Road User Safety Assessment (CDOT)
2	ID trends based on geographic location	FY 24			CDOT / STRAC Voting Member	Complete	See above
3	ID countermeasures at “hot spot” locations	FY 25+			CDOT / STRAC Voting Member	Not Started	

Project Name: Colorado Judicial Case Management System Improvement
Project ID: Case Management System Improvement
Goals:

- Improve traffic records data for use in decision making to reduce transportation system fatalities and serious injuries
- Increase participation and collaboration in traffic records initiatives statewide
- Reduce barriers in electronic data transfer, data quality, linkage, and integration processes.

Objective: Improve Data Accessibility

Task	Name	Timeline	Precursors	Dependents	Lead Agency / Staff	Current Status	Notes
1	Case Management System project data collection and mapping	FY 24			Judicial / STRAC Voting Member	Not Started, to begin June 2024	
2	Request for Proposal	FY 24+			Judicial / STRAC Voting Member	Not Started	
3	Vendor Selection and Elicitation	FY 24+					

Project Name: Consolidated Crash Records
Project ID: Consolidated Crash Records Repository
Goals:

- Improve traffic records data for use in decision making to reduce transportation system fatalities and serious injuries
- Increase participation and collaboration in traffic records initiatives statewide
- Reduce barriers in electronic data transfer, data quality, linkage, and integration processes.

Objective: Improve Data Accessibility, Uniformity, Integration

Task	Name	Timeline	Precursors	Dependents	Lead Agency / Staff	Current Status	Notes
1	Update STRAC Distribution to reach a wider audience	FY 22		2	STRAC / TRC	In Process	
2	Develop a survey of crash records users	FY 23	1		STRAC / TRC	In Process	
3	Identify existing data sharing agreements	FY 24			STRAC / TRC	Not Started	
4	Identify traffic records training needs	FY 24	1,2		STRAC / STRAC	Not Started	

APPENDIX A. 2019 TRAFFIC RECORDS ASSESSMENT

State of Colorado

Traffic Records Assessment

November 25, 2019

National Highway Traffic Safety Administration

Technical Assessment Team

Table of Contents

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Introduction

This Traffic Records Program Assessment is the second of the online question-and-answer evaluations of Colorado's traffic records systems and is built upon the assessment of five years ago. Since the last assessment, Colorado has worked diligently in all areas of their traffic records systems and should be commended for the improvements they have made in their traffic data systems and the plans they have for future improvements.

The State Traffic Records Coordinating Committee (TRCC) is known as the State Traffic Records Advisory Committee (STRAC) and includes both voting and non-voting representatives from all six systems as well as other stakeholders. The State has also hired a contractor to assist with the duties of the STRAC as well as monitoring and improving traffic records. Colorado updates its Strategic Plan annually and the STRAC has done a good job at funding law enforcement agencies; however, an effort should be made to also fund projects to increase completeness and integration of State traffic records databases. The Strategic Plan includes some performance measures for the traffic records systems, but many of the system owners are not familiar with them. Quantifiable system performance measures are always a crucial piece for the planning, management, and evaluation for all effective traffic records systems. Colorado is encouraged to continue their efforts on implementing and tracking meaningful performance measures as they relate to the core traffic records systems.

The Colorado Department of Revenue (CDOR) has deployed a new driver, vehicle and crash traffic records system since the last traffic records assessment know as DRIVES (Driver License, Record, Identification and Vehicle Enterprise Solution). This new system has improved functionality and is also meeting many of the NHTSA Traffic Records Program Assessment Advisory ideals. Colorado is also in the process of joining the AAMVA State-to-State (S2S) program.

Colorado has updated their crash report since the last assessment and approximately 50% of the crash reports are completed and submitted electronically. Efforts are in place to increase electronic submission and once this is accomplished CDOR will begin reporting additional performance measures to the STRAC. These efforts will afford an opportunity to provide valuable feedback to law enforcement regarding timeliness, accuracy, completeness and uniformity of the crash data.

Colorado has a solid citation and adjudication system with 98% of the county courts using the State's case management system. However, most municipal courts do not. The STRAC should coordinate efforts for all courts to utilize the State's case management system, which is electronically integrated with the Department of Motor Vehicles.

The Roadway system in Colorado is moving in a positive direction with the implementation of a location referencing system for all State public roads. However, the State does not support a statewide enterprise roadway system. As plans for the All Roads Network move forward Colorado is encouraged to implement an enterprise roadway system including at least the MIRE Fundamental Data elements (FDEs) for all Colorado Public Roads.

Colorado has all five major components of an ISS and the available data are accessible to traffic safety stakeholders. Improvements could be made in establishing relevant performance measures and providing reports to the STRAC. These reports could provide valuable data that could guide future improvements to the core traffic records systems.

Finally, in the area of data integration the State has an excellent data governance framework through its Government Data Advisory Board. Continued efforts in data integration of the core data systems will continue to move Colorado forward in improving traffic safety programs that will ultimately have an impact on reducing traffic fatalities.

Assessment Results

A traffic records system consists of data about a State's roadway transportation network and the people and vehicles that use it. The six primary components of a State traffic records system are: Crash, Driver, Vehicle, Roadway, Citation/Adjudication, and Injury Surveillance. Quality traffic records data exhibiting the six primary data quality attributes—timeliness, accuracy, completeness, uniformity, integration, and accessibility—is necessary to improve traffic safety and effectively manage the motor vehicle transportation network, at the Federal, State, and local levels. Such data enables problem identification, countermeasure development and application, and outcome evaluation. Continued application of data-driven, science-based management practices can decrease the frequency of traffic crashes and mitigate their substantial negative effects on individuals and society.

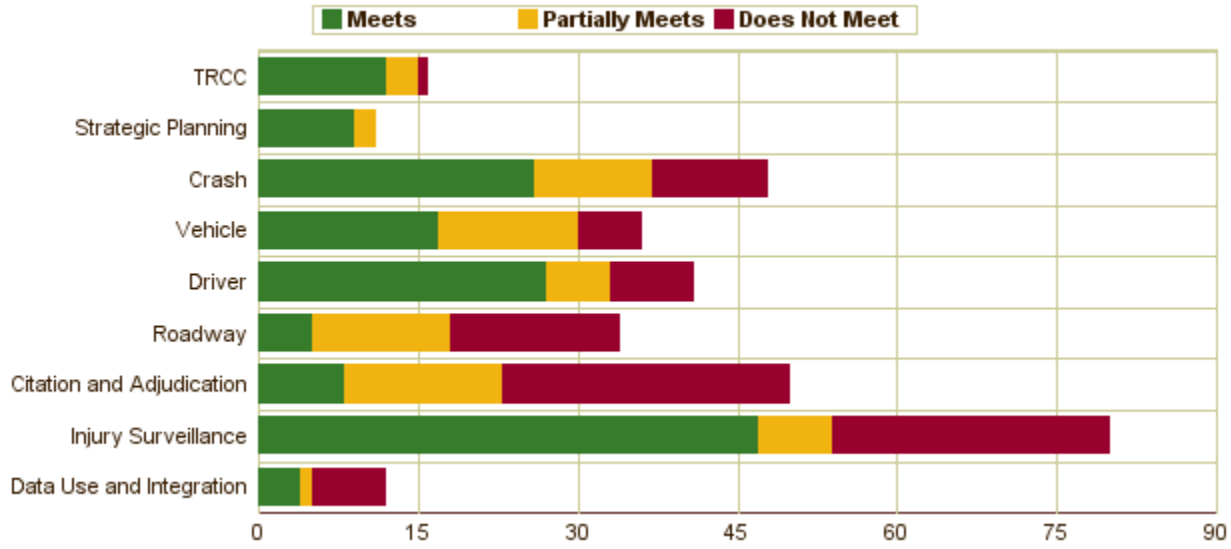
State traffic records systems are the culmination of the combined efforts of collectors, managers, and users of data. Collaboration and cooperation between these groups can improve data and ensure that the data is used in ways that provide the greatest benefit to traffic safety efforts. Thoughtful, comprehensive, and uniform data use and governance policies can improve service delivery, link business processes, maximize return on investments, and improve risk management.

Congress has recognized the benefit of independent peer reviews for State traffic records data systems. These assessments help States identify areas of high performance and areas in need of improvement in addition to fostering greater collaboration among data systems. In order to encourage States to undertake such reviews regularly, Congress' Fixing America's Surface Transportation Act (FAST ACT) legislation requires States to conduct or update an assessment of its highway safety data and traffic records system every 5 years in order to qualify for §405(c) grant funding. The State's Governor's Representative must certify that an appropriate assessment has been completed within five years of the application deadline.

Out of 328 assessment questions, Colorado met the Advisory ideal for 155 questions (47%), partially met the Advisory ideal for 71 questions (22%), and did not meet the Advisory ideal for 102 questions (31%).

As Figure 1: Rating Distribution by Module illustrates, within each assessment module, Colorado met the criteria outlined in the Traffic Records Program Assessment Advisory 75% of the time for Traffic Records Coordinating Committee Management, 82% of the time for Strategic Planning, 54% of the time for Crash, 47% of the time for Vehicle, 66% of the time for Driver, 15% of the time for Roadway, 16% of the time for Citation and Adjudication, 59% of the time for EMS / Injury Surveillance, and 33% of the time for Data Use and Integration.

Figure 1: Rating Distribution by Module



States are encouraged to use the recommendations, considerations and conclusions of this report as a basis for the State data improvement program strategic planning process, and are encouraged to review the report at least annually to gauge how the State is addressing the items outlined.

Recommendations & Considerations

According to 23 CFR Part 1200, §1200.22, applicants for State traffic safety information system improvements grants are required to maintain a State traffic records strategic plan that—

> *"(3) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (4) Identifies which such recommendations the State intends to implement and the performance measures to be used to demonstrate quantifiable and measurable progress; and (5) For recommendations that the State does not intend to implement, provides an explanation."*

The following section provides Colorado with the traffic records assessment recommendations and associated considerations detailed by the assessors. The broad recommendations provide Colorado flexibility in addressing them in an appropriate manner for your State goals and constraints. Considerations are more detailed, actionable suggestions from the assessment team that the State may wish to employ in addressing their recommendations. GO Teams, CDIPs (Crash Data Improvement Program) and MMUCC Mappings are available for targeted technical assistance and training.

TRCC Recommendations

None

Considerations for implementing your TRCC recommendations

- The STRAC may want to reference NHTSA's Model Performance Measures for State Traffic Records Systems (DOT HS 811 441) and use the examples to create data quality performance measures for all

six traffic records systems.

- The State has made a good start towards a traffic records inventory with the Traffic Records Resource Guide and Inventory. They may wish to fill in the missing information as well as include the data elements and attributes available in the systems. The contact list will help current and future users to make use of the Guide.

Summary

The State's TRCC group, the State Traffic Records Advisory Committee (STRAC), includes both voting and non-voting representatives from all six systems as well as other stakeholders. The STRAC contains both executive level members and technical committee members. The Governor's Office of Information Technology (OIT) is mandated by statute to execute IT projects for State agencies and is represented on the STRAC. The committee meets six times a year.

The members are empowered to direct resources and a regularly updated Memorandum of Understanding has been in place since 2016 that authorizes the committee and is signed by all agency executives. A set of bylaws illustrates that the STRAC functions as a TRCC. In addition to the strategic plan, the STRAC also produces an annual report to monitor project progress.

The State has a designated Traffic Records Coordinator; the DOT Traffic Safety Engineer Crash Data Intelligence Unit Manager fulfills these duties. The State has also hired a contractor to assist with the duties of the STRAC and monitoring and improving traffic records.

The STRAC reviews and recommends projects for funding with 405c funds. While 405c funds are managed by the Department of Transportation, the STRAC representative from CDOT presents all applications to the committee for consideration, selection, and approval. Those choices are then sent to NHTSA for final approval.

The STRAC meetings give stakeholders the opportunity to provide feedback and suggestions about each other's systems. This is especially important during the planning phases of projects. The committee appears to run well and has been engaged in projects that will improve traffic records.

Strategic Planning Recommendations

None

Considerations for implementing your Strategic Planning recommendations

- The committee is to be commended for including plans to increase input of others by conducting a survey of State and local data users to identify their needs and goals and incorporate them into the strategic plan. STRAC may wish to consider expanding the grant application distribution beyond law enforcement agencies and include specific questions in surveys to data users to understand training

and technical assistance needs.

- STRAC updates the Strategic Plan annually and also produces an annual report, yet the Strategic Plan includes outdated milestones for activities. As part of the annual update, STRAC should update the status of the activities and reflect any new information that result. For example, if an activity is intended to establish a baseline for a performance measure, the Strategic Plan should then include that performance measure and related metric.
- It may be helpful for STRAC to expand the dissemination of the Strategic Plan and consider ways to further buy in and understanding of the State's strategic traffic records goals to its partner agencies. It is apparent from responses to other modules that the respondents are not familiar with the performance measures in the Strategic Plan.

Summary

Colorado's Strategic Traffic Records Advisory Committee is well established, and includes representatives from federal, State, and local agencies. STRAC updates its Strategic Plan annually, also producing an annual report that details the status of grant projects. STRAC strives to increase input of local agencies through surveys of State and local data users, to better understand their needs and incorporate them in the Strategic Plan.

The State's Strategic Plan includes countermeasures for at least one area of performance for each of the data systems. Countermeasures include improving data dictionaries, documenting work flows and schema, implementing electronic reporting, and similar activities. STRAC closely tracks performance and progress for grant projects. The State emphasizes performance measures for grant projects and indicates that they require grant projects to support achievement of the State's goals. The Strategic Plan includes action items for establishing overall performance measures, clarifying measures, or establishing baselines. However, many of the milestones or target dates for these action items have passed without an update to the performance measures in the Strategic Plan.

The Strategic Plan outlines how projects are prioritized. The Strategic Plan includes the Traffic Records Assessment recommendations; the application and project selection could be clarified to link the proposed project to the identified need or recommendation it plans to address.

Lifecycle costs are discussed during STRAC meetings, yet the definition of lifecycle costs and how they are considered is not described in the Strategic Plan.

The Strategic Plan includes projects that support federal system compliance, training and technical assistance, and new technologies, including electronic crash reporting, computers for law enforcement, real-time communication, and related technologies.

Crash Recommendations

1. Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
2. Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
3. Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Crash recommendations

- The State should consider implementing a formal crash record retention policy.
- The State should consider developing performance measurements for accessibility, uniformity and integration which includes the calculation method, a baseline, actual values and percent change.

Summary

All crash report data, including legacy data, is stored in the Colorado Department of Revenue (DOR) DRIVES system and is accessible to DOR staff through their application. An automated extract is sent to Colorado Department of Transportation (CDOT) to use in their reporting analytics. Once the DOR DRIVES system is fully developed and implemented the State expects to make further steps towards the NHTSA Traffic Records Assessment Advisory ideal. Currently, Colorado has many strong points worth noting.

The State utilized the Model Minimum Uniform Crash Criteria (MMUCC), and ANSI standards as its primary sources for defining its crash system. Colorado had its crash report evaluated by NHTSA with regard to their compliance to the MMUCC 5th Edition, with the mapping used as a guideline for the development of the current crash report form and the Traffic Accident Reporting Manual.

Colorado has clearly defined custodial responsibility for the statewide crash system, requiring all reportable crashes (defined by statute) be submitted and stored by the DOR. Investigating officers are required to submit a crash report within 5 days of receiving information or completion of their investigation. Automated edit checks and validation rules are in place to ensure that entered data fall within acceptable values and is logically consistent among data elements.

The State has mature processes to identify crash patterns, examine roadway features, and behavioral characteristics for a particular location. Quarterly reports further identify hot spots, crash factors for fatal and injury crashes, and impaired crashes. These quarterly reports are used by law enforcement to prioritize activity. The CDOT uses crash data for before-and-after roadway project studies to help evaluate effectiveness.

The State has in place key processes governing the collection, reporting, and posting of crash data including the submission of fatal crashes to the State FARS unit as well as submitting commercial vehicle crashes to

SafetyNet.

The State has implemented quality control to manage errors and incomplete data found on crash reports. The State tracks changes to the original report and maintains a history of the different versions of that crash report.

CDOT annually examines the data for significant changes in data submission rate including total crashes as well as changes in individual fields such as DUI, injury level etc.

Though the State has many noteworthy processes in place there is opportunity to improve and expand. Even though the crash data retention and archival storage policies currently meet the needs of safety engineers and other users a more formal retention policy could be considered to ensure this remains the case for long-term access to the crash data.

Crash, vehicle, and driver datasets are all housed in the same DOR DRIVES system. The State should consider methods to leverage real-time data interfaces between crash and these other two datasets, which would allow for verification and validation of driver information, and identify inconsistencies between the crash and driver records, and between the crash and vehicle records.

Colorado indicated that crash and citation/adjudication information are all contained within DRIVES system so an interface is in place. The State notes, however, that there is no cross-population of data elements on the crash report and citation. The State should consider what cross-population of data elements are available that could facilitate later integration activities.

Though the State had no timeliness, accuracy or completeness performance measures in place, the STRAC Strategic Plan 2016-2019, showed a good understanding of what was needed for these performance measurements. And that these hadn't been fully realized because of delays in the full implementation of the DOR DRIVES system.

However, a review of the Traffic Records Strategic Plan did not reveal similar attempts to measure uniformity performance beyond training law enforcement officers on the new DR 3447 (crash form) and by December 31, 2018, developing a uniform data dictionary for the Crash record system. Accessibility and integration were two other performance measures not clearly defined in the State's Traffic Records Strategic Plan. The State is encourage to refer to "NHTSA Traffic Records Program Assessment Advisory," specifically the examples for quality control measurements for crash data systems, as a resource for identifying and implementing measures for these traffic records datasets.

Vehicle Recommendations

4. Improve the data quality control program for the Vehicle data system to reflect best practices

identified in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Vehicle recommendations

- The Colorado Department of Revenue, Division of Motor Vehicles, should seriously consider, to provide the TRCC with regular data quality management reports. This connection and activity would provide additional support, and perhaps funding assistance, for future upgrades to their existing records system.

Summary

The Colorado Department of Revenue, Division of Motor Vehicles is the custodial agency for the State's Vehicle Records. The State has undertaken an improvement effort in their vehicle records system since their last Traffic Records Assessment in 2015, with the implementation of a new vehicle record system titled DRIVES.

This effort is noteworthy. The new DRIVES system includes all of the data features necessary for the titling and registration of each vehicle under their jurisdiction. Among the agency's system strengths are the system description, guidelines, and data dictionary.

Each VIN is validated using a VIN verification process. All title and registration documents are bar coded using, at a minimum, the 2D standard. The system submits all vehicle titling transactions to query NMVTIS before a new title issuance. NMVTIS and AAMVA title brands are all incorporated for all titles issued.

It was reported that Colorado does participate in PRISM. However, they did not provide the necessary documentation/evidence to support this response.

Another new system strength is in the data dictionary area. Within the system data dictionary portion, it was reported that definitions for each field existed. At the time of this assessment, only minimal supporting information was supplied and while good, did not allow for an "ideal" finding. Edit check and data collection guidelines that correspond to definitions are evident. In addition, collection, reporting, and posting procedures for registration, titles, and titling brands are formally documented.

The procedures and policies section started with a process flow chart as evidence that pointed to a process flow, but lacked enough specificity to consider it as the ideal process. However, a strength does appear in the stolen vehicle subjects. Within DRIVES, reported stolen vehicles are flagged in the system. Stolen vehicle flags are removed when recovery reports are received. In addition, a nightly listing report of all recovered stolen vehicles is generated.

Within DRIVES, all title brand history is carried forward on all newly issued Colorado titles. All the steps in the title and registration processes are documented from beginning to final issuance. The processing time and goals are documented as well.

There are no diagrams or narratives available for key alternative process flows or times. Also, there are no diagrams or narratives for processes of error correction and error handling. However, it is encouraging that there are plans to resolve these issues as soon as a system stabilization effort is completed.

The vehicle and driver system are both within the DRIVES. Both the vehicle and driver systems use the same personal information and conventions to ideally interface both systems. All users of DRIVES use the same conventions. In addition, procedures are in place to identify discrepancies, but sample manuals or excerpts were not available to confirm this information.

If a weakness exits, it is within the quality control section. This may only be because very limited document evidence was provided in support of this section. It was indicated that all titles and registrations are processed in real-time and that descriptions are edited/corrected when entered. It was said that automated edit checks and validation rules do exist, but no evidence was offered to support it.

The State does have an established protocol to grant authority for its highest-level staff to be able to amend obvious errors and omissions within the state-wide vehicle system.

It was reported that quality control performance measures existed for timeliness, accuracy, completeness, uniformity, integration, and accessibility. An example of customer service performance was offered and referenced the charts and graphs of this example. While there is some relationship to customer service measures, the sample provided only marginal documentation.

There exists a very good example of data quality feedback opportunity for all DRIVES key users. They are regularly communicated to using multiple existing State and local committees. The State's DRIVES Governing Committee plays a critical role in this communication.

The lack of any independent sample-based audits conducted periodically vehicle reports and related data-based contents is a weakness. This and the failure to provide data quality management reports to the TRCC are examples of issues that could be resolved quickly and benefit both the Agency and the vehicle records system.

As mentioned in the beginning, the DRIVES is an excellent vehicle records system and with minimal effort could be an outstanding example.

Driver Recommendations

5. Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Driver recommendations

- Colorado should consider establishing a separate DUI tracking system, based on the driver, vehicle, and crash data that are integrated in the DRIVES system. Such tracking system may combine DUI-specific data from all three data systems and track the extent, frequencies, and relationships of various DUI incidents (e.g., DUI arrests, DUI-related crashes, DUI convictions, etc.) in the State, in order to identify ways to better control DUI's in Colorado. DUI tracking system may especially improve the State's ability to recognize and identify the prevalence of drug-specific DUI incidents and drug-related crashes that are becoming an increasing problem in the U.S. States in recent years.
- Although some trend analyses are already preformed, Colorado should consider conducting periodic comparative and trend analyses to examine and evaluate variations in quality of driver data across years and jurisdictions.
- Driver data system quality management reports based on performance measures should be provided to the State's STRAC for regular review.
- The State should consider developing a formal data quality control program. Such program would give the State greater ability to recognize the quality attributes of the driver system data. Like already established timeliness performance measure, Colorado should consider establishing accuracy, completeness, uniformity, integration, and accessibility performance measures. These measures would greatly improve the capability to effortlessly recognize areas within the driver system that need improvement. In addition, the State should consider performing periodic independent sample-based audits for the driver data system as they are envisioned by the Advisory.

Summary

The Driver Services of the Colorado Department of Revenue has custodial responsibility for the Colorado driver data system. Colorado replaced, in recent years, their outdated driver license and titling and registration systems with the modern Driver License, Record, Identification and Vehicle Enterprise Solution (DRIVES) system. The new DRIVES system contains all critical information and records pertaining to drivers in the State and includes records of commercially licensed drivers.

As part of the implementation of the DRIVES system, the State created well-structured and detailed manual related to different driver licensure procedures – the Driver License Operating Procedure Manual. The manual specifies information pertaining to updates of the driver data system with novice driver, motorcycle, and driver improvement training histories. The driver data system also captures the dates of original issuance for all permits, licenses, and endorsements.

Colorado maintains its driver data system in accordance with federal standards. Specifically, the driver system interacts with the National Driver Register's Problem Driver Pointer System (PDPS) and the Commercial Driver's License Information System (CDLIS). The contents of the driver system are documented in the DRIVES system, with definitions for each data field and with information on valid data field values, including null codes. Furthermore, the DRIVES system performs edit checks and data validation procedures during data entry and interface transactions. In addition, Colorado has established reviews of the daily audit reports related to the driver data system.

In addition to the Driver License Operating Procedure Manual, Colorado maintains other up to date documentation related to licensing, permitting, and endorsement issuance, as well as to procedures for reporting and recording convictions, driver education and improvement courses, and other information that may result in a change of license status. The State driver data system is supported with detailed data process flow diagrams, which depict details related to key data process flows and inputs from other data systems. Colorado does not purge data from the driver data system.

Colorado has established processes to detect and prevent specific fraudulent activities. The Department of Revenue Motor Vehicle Investigation Unit investigates and prevents fraudulent attempts concerning driver license, identification cards, motor vehicle titles, registration, and other related documents. The same Unit is also responsible to detect internal fraud by individual users or examiners. For example, the Unit performs periodic audits of the employee transactions and investigates reported fraudulent activities by the State employees. The Colorado CDL Testing Compliance Unit has responsibility to follow the State's established procedures for detecting CDL fraudulent activities.

Colorado currently obtains the previous State of Record only for CDL drivers through CDLIS. The State is in the process to join the State-to-State (S2S) program, which will allow for the exchange of the driver record information electronically for non-CDL drivers. Colorado expects to accomplish this by January 2020. The State uses multi-tiered approval procedure to control and track access and release of driver information.

The State's driver, vehicle, and crash data are integrated into the DRIVES system. Although Colorado does not have a separated DUI tracking system, DUI arrests and convictions data are transferred to the driver system. There is an interface link between the State's driver data system and the Problem Driver Pointer System (PDPS), the Commercial Driver License Information System (CDLIS), the Social Security Online Verification (SSOLV), and the Systematic Alien Verification for Entitlements (SAVE). Authorized law enforcement agencies and courts can be granted access to the Colorado driver data system.

Colorado performs edit checks and data monitoring to ensure quality of data entered into the driver system. Furthermore, the State performs a comparison of data entered at the driver license office with data that are in the DRIVES system. The State also has procedures to detect high frequency errors and to communicate data quality feedback from key users to data managers. The State's Research and Analysis Division performs trend analyses based on the driver system. Colorado does not provide data quality management reports to the TRCC for regular review.

In many ways, as described above, the recently modernized Colorado driver data system exemplifies the qualities of the ideal system. Still, like most other U. S. States, Colorado lacks a formal comprehensive data quality management program for its driver data system. While the State does not have established performance measures for accuracy, completeness, uniformity, integration, and accessibility, Colorado has established timeliness performance measure of the driver data system.

Roadway Recommendations

6. Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
7. Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
8. Improve the interfaces with the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Roadway recommendations

- Consider developing an enterprise roadway system including at least the MIRE Fundamental Data elements (FDEs) for all Colorado Public Roads. The roadway system could be implemented with the new All Roads LRS project. The project is compatible with the FHWA system's All Road Network of Linear Referenced Data (ARNOLD).
- Consider development of a comprehensive data dictionary for the enterprise roadway system. The dictionary should include definitions of all data elements and attributes, all data collection guidelines, procedures for updating the data dictionary, and procedures to keep the data dictionary consistent with the roadway component's applicable forms (e.g., crash report form, EMS run reports, citations). An updated "Geometrics Field Data Collection Manual" could provide some of the information for the data dictionary. The roadway data dictionary could also be a part of the State's Traffic Records Inventory.
- Consider development of roadway core system performance measures for monitoring and reporting progress of the data quality characteristics (timeliness, accuracy, completeness, uniformity, integration, and accessibility). Development of the new All Roads LRS project provides an excellent opportunity to adopt roadway performance measures.
- The State might consider development of a representative group of local and State roadway system safety stakeholders to put in place formal procedures to collect, manage, and submit local agency roadway data to the enterprise roadway system. This could be accomplished through collaborative efforts led by the Colorado STRAC.

Summary

The Colorado Department of Transportation (CDOT) has a geospatial roadway system. The system supports the ability to map all Colorado public roads. In addition to the geospatial system, all State maintained roads are included in a mature legacy linear referencing system (LRS) maintained by CDOT. The Colorado roadway system includes approximately 9,200 miles which are State maintained (10%) of the total centerline miles and approximately 79,113 miles (90%) being non-State maintained roads. Colorado has the ability to identify crash locations using the legacy referencing system on State maintained roadways. The legacy

system also supports an impressive traffic safety analytical system.

Colorado is similar to many other States nationally, in that it is in the process of transitioning to the requirements of MAP-21, the Moving Ahead for Progress in the 21st Century Act. MAP-21 requires States to have a safety data system in place for all public roads that can be used to perform analyses supporting the strategic and performance-based goals in the Highway Safety Improvement Program (HSIP) and the Strategic Highway Safety Plan (SHSP). MAP-21 also provides guidance on collecting a subset of the Model Inventory of Data Elements (MIRE). The data element subset identified by the Federal Highway Administration (FHWA) is referred to as the Fundamental Data Elements (FDEs). The FDEs are the basic roadway data elements recommended to be collected and linked with crash data for analysis to identify safety problems and to make more effective safety countermeasure decisions for the HSIP. CDOT currently maintains roadway and traffic data for the State maintained roadways and those non-State roads included in the State's HPMS annual submittal. CDOT is implementing a project, when complete, will provide a compatible location referencing system for all State public roads. The project is compatible with the FHWA system called the All Road Network of Linear Referenced Data (ARNOLD). It appears, the State has successfully put in place the ability to conduct mapping compatibilities for all public roads. This is recognized as a best practice, and positions the State well on its way to implement a statewide comprehensive enterprise roadway system. However, beyond this accomplishment, information about the project status was not clear, including expectations for its full implementation.

Because of the emphasis on the All Roads Network project, documentation for the current roadway system is lacking. There is a data dictionary for those roadway data elements collected for the State maintained roads. The State maintained dataset includes the MIRE FDEs, but they are not noted in the data dictionary. CDOT has completed a comparison of all data elements included in the current data dictionary compared to the MIRE data elements. Plans are in place to update the data dictionary to identify and note those currently collected elements that conform to the MIRE definitions. Beyond these minor improvements in the roadway system documentation, the State does not support a statewide enterprise roadway system. As plans for the All Roads Network move forward Colorado is encouraged to consider tasks to put in place an enterprise roadway system including at least the MIRE Fundamental Data elements (FDEs) for all Colorado Public Roads. In order for an effort of this magnitude to be successful it is expected that CDOT will have to develop partnerships with local jurisdictions. No requirements currently exist for the local jurisdictions on the collection or management of roadway data. However, the CDOT GIS Section maintains the WebHUT Application to enable updating of the local road inventory database by local government staff. The State is encouraged to develop a representative group of local and State roadway system safety stakeholders to develop the procedures used to collect, manage, and submit local agency roadway data to the enterprise roadway system under the oversight and support of the Colorado STRAC. The WebHut application and an updated "Geometrics Field Data Collection Manual" could provide some of the information to assist the group in developing the data collection procedures.

Some other critical components of an enterprise roadway system that CDOT is either lacking or in the process of developing include:
A comprehensive, systematic quality control management process that ensures the efficient functioning of

the system. The quality control process should include development of system performance measures important to State safety stakeholders. NHTSA's "Model Performance Measures for State Traffic Records Systems" provide a number of example roadway system performance measures. Performance management should include the data quality measures for the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the roadway data, continuous monitoring based on a set of metrics established by the State, and periodic reporting to the STRAC, data collectors and managers. The overall quality of the roadway data should be assured based on a formal program of error and edit checking as the data are entered into the statewide system and procedures for addressing detected errors.

Citation and Adjudication Recommendations

9. Improve the data dictionary for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
10. Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Citation and Adjudication recommendations

- Evaluate whether it is feasible for all courts to utilize one case management system which is electronically integrated with the Department of Motor Vehicles.
- Develop performance measures based on the rich data contained in the various State systems.
- Evaluate whether or not it is possible to have a statewide series of unique citation numbers.

Summary

The State of Colorado has described a well-developed citation and adjudication system, which provides information about citations, arrests and dispositions to the requisite State agencies. Although Colorado does not have a statewide authority assigning unique citation numbers used by all law enforcement agencies, all citation convictions are sent to the Department of Motor Vehicles. The Colorado State Police use citation data as part of the traffic safety analysis to identify problem locations for enforcement purposes to reduce fatal and injury crashes. The State has described a system whereby final dispositions, including those resolved on appeal, are posted to the driver data system. Sixty- three of sixty four county courts are reported to use the State's case management system, most municipal courts do not and the systems are seemingly not interoperable which presents an opportunity for improvement within the State. The contents of the systems described often met the advisory ideal in many categories considered "very important."

As stated in the ideal, State citation and adjudication agencies should participate in the appropriate national data systems to ensure compatibility and serve data management and exchange needs. The State of Colorado describes a citation and adjudication system which substantially meets those expectations. The State indicates compliance with the Uniform Crime Reporting Program (UCR) guidelines, and guideline set forth by the National Center for State Courts. Compliance in this area is regarded as "somewhat important" in relation to the overall advisory ideal.

The State of Colorado faces the biggest challenges in meeting the advisory ideal in two categories: the creation and maintenance of data dictionaries and the use of quality control programs for the citation and adjudication systems. The maintenance of system-specific data dictionaries is considered “very important” in the advisory ideal. A data dictionary lists the names of the elements in the database as well as the commonly understood description. The State should consider the development of a data dictionary for each of the citations systems as well as the court’s case management systems.

It is essential that each part of the citation and adjudication systems have a formal data quality assurance program. The State of Colorado has some opportunity to improve by developing and implementing performance measures which are regarded as somewhat important for an ideal traffic records system. The State was unable to articulate performance measures in timeliness, accuracy, uniformity, integration and accessibility. The State should consider future enhancements in this area with the development of a performance measure for each of the attributes articulated in the ideal. It would appear the State regularly engages in audits. These audits could serve as the basis for the development of some excellent performance measures.

The State does well in a few very important areas of its citation and adjudication system where citations are tracked from the point of issuance to posting on the driver file. Distinctions between the administrative handling of court payments in lieu of court appearances (mail-ins) and court appearances are noted, deferrals and dismissals of citations are tracked, however they are not all forwarded to the Department of Motor Vehicles. Records are not purged and security protocols governing data access, modification, and release are documented. The State has demonstrated that citation data is linked with the driver system to collect driver information, to carry out administrative actions and determine the applicable charges. The State does have some links between citation data and the crash record.

The State of Colorado appears well positioned to meet many of the advisory ideals in the future. The State has articulated a well-developed citation and adjudication system which has many electronic components. To the extent there are opportunities for improvement, the State appears to have all the tools needed to accomplish improvement in the near future.

Injury Surveillance Recommendations

11. Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
12. Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Injury Surveillance recommendations

- The State should consider developing formal performance measures, including baseline, timeline, and

goal metrics, and implementing regular reviews of those measures.

- The State may consider working with data managers to provide quality reports to the Traffic Records Coordinating Committee on a regular schedule.
- The State should consider gaining access to the Colorado Hospital Association data dictionaries for user purposes only.
- The State should consider exploring the development of an interface between the EMS and trauma data systems, since both exist on the same ImageTrend software platform.

Summary

An injury surveillance system is a valuable resource intended for use by the public, researchers, government agencies, public health officials, and anyone with a vested interest in public health and safety. An injury surveillance system provides information about the characteristics and trends in non-fatal injuries, identifies emerging injury problems, identifies at-risk persons, and informs decision-making for programs and policies. With regard to traffic records, an injury surveillance system that includes crash records can describe the true nature and severity of injuries sustained by person involved in a motor vehicle crash by the status of the vehicle occupant, by the type of restraint system used – or not used, by the type of vehicle involved in the crash, by crash location, or by any number of other crash and person characteristics.

An ideal statewide Injury Surveillance System (ISS) is minimally comprised of data from five core components: pre-hospital emergency medical services (EMS), trauma registry, emergency department, hospital discharge, and vital records. Colorado has all five major components of an ISS and the available data are accessible to traffic safety stakeholders through either aggregate summary tables or department-approved data use agreements. The Colorado Department of Public Health and Environment (CDPHE) is responsible for most of the data systems and has several mechanisms for accessing the information. An Institutional Review Board will review and may approve requests for data and the CDPHE Violence and Injury Prevention-Mental Health Promotion Branch produces an annual report analyzing ISS data.

The pre-hospital data collection system is managed by the CDPHE Health Facilities Emergency Medical Services Division – Emergency Medical and Trauma Services (EMTS) Branch. All licensed agencies are required to submit patient care reports electronically to the State within 60 days of the event. The State system is NEMSIS-compliant and uses the ImageTrend software platform, which also facilitates submission to the National database. Data may be submitted to the State directly through the ImageTrend software or through a third-party vendor upload. All data collection software systems are also NEMSIS-compliant and incorporate appropriate edit checks and validations. Although there are no formal performance measures in place, the EMTS Branch has created several mechanisms for quality review, including a weekly report identifying failed submissions, ad hoc validity reports, and quarterly trend analyses. All of those reports may be generated and/or shared with regional coordinators or discussed at EMTS bi-monthly meetings to improve data quality.

The statewide emergency department and hospital discharge data systems are managed by the Colorado Hospital Association (CHA) and some of the documentation related to the systems was unavailable for

review. There seems to be open communication with regards to training and error correction between CHA and the submitting hospitals to ensure that data is as accurate as possible. Edit checks and validation rules have been documented, processes are in place for returning rejected records and tracking them to resubmission, and quality review meetings are held with CDPHE, CHA, and the Colorado Health Information Management Association. There is also an annual meeting with facility data collectors and managers to share information, address issues, and conduct analyses. Further details about the data quality management system for each of these data sets are unclear, including whether performance measures have been developed and or regular tracked. However, aggregate data is available through the CHS upon approval by the Department of Health Institutional Review Board (DOH IRB). Data quality reports are not currently provided to the TRCC, but the value of these data sets is significant.

The trauma registry data system is also managed by EMTS Branch. All designated trauma centers are required to submit records to the State database. The system complies with the National Trauma Data Standard and documentation has been created for validation rules and data specifications. This system also uses the ImageTrend software, which may facilitate and interface with the EMS data system. There are no performance measures in place, but facility-specific reports of completeness and accuracy are provided weekly and compliance reports are provided monthly. Also, quarterly meetings are held with CDPHE and trauma registry personnel to discuss system changes and quality concerns.

The CDPHE Office of the State Registrar of Vital Statistics is responsible for managing all vital statistics data including death certificates. Colorado collects death certificates from hospitals, funeral homes, and coroners and submits all data to the National Center for Health Statistics (NCHS) for quality review and assignment of cause-of-death ICD-10 codes. Data quality checks are run against all data at the point of submission, including any out-of-state imports, and after the records have been processed by the NCHS. The State electronic death registration system complies with the 2003 Revision of the US Standard Certificate of Death and error rates are calculated to compare against that national standard. There are no data performance measures or standard quality reports that are shared among stakeholders or with the TRCC. Vital records information is shared with the Fatality Analysis Reporting System analyst in the State, to improve system accuracy.

Ideally, the core components of the injury surveillance system would be integrated and then linked to the State's crash data. An integrated database that includes records spanning from the time of crash through hospital discharge provides a comprehensive look at the medical and financial outcomes of crashes occurring in Colorado. The resulting analyses can be used to implement data-driven traffic safety priorities and other highway safety applications at the State level; it can be used to quantify and report on the benefits of safety equipment and legislation; and it can support the government's highway safety offices, public health departments and injury prevention programs, transportation departments, and other such agencies and traffic safety stakeholders.

Data Use and Integration Recommendations

None

Considerations for implementing your Data Use and Integration recommendations

- Continue the linkage efforts begun through the CDC pilot projects.
- Use the data set developed through the CDC effort and through the DRIVES system to conduct small-scale evaluations of existing highway safety programs (i.e. teen drivers).

Summary

The Colorado Department of Transportation (CDOT) utilizes police-reported motor vehicle crash data for the development of strategies and the identification of target populations for the State's highway safety plans. Several key statewide data sets, in addition to the crash file, are available to support problem identification and program evaluation activities. These include: Fatality Analysis Reporting System data; hospital inpatient and emergency department data; statewide EMS data; and data collected by the Department of Revenue related to licensing and vehicle registrations (DRIVES). These data are used to produce Annual Problem Identification reports that address a variety of highway safety programs and are available to highway safety program managers, partners, and the public. Colorado Department of Public Health and Environment (CDPHE) staff also provide general data support to the highway safety community and the general public through the use of these individual data sets. To utilize these data to their fullest potential, the State has developed a data governance framework through its Government Data Advisory Board, which includes representation from several agencies which participate in the TRCC, including CDOT and CDPHE. Additionally, the State Traffic Records Advisory Committee (STRAC) Strategic Plan 2016-2019 supports the State's commitment to developing a functional and technical data model that will allow the integration of crash, injury surveillance, citation and roadway databases.

The Colorado Department of Public Health and Environment (CDPHE) completed a pilot project that successfully linked one year of crash and hospital data. The linkage used several data elements available on both data sets and included name, date of birth, age, gender, crash date, hospital admission date, ICD-10-CM external cause code, and vehicle type. CDPHE received a grant from the CDC in 2019 to link crash data to death certificate records, trauma registry, emergency department data, hospital discharge data, and the State's all payers claims database. Results will be available in 2020. This project will help demonstrate the value added to problem highway safety evaluation efforts when multiple traffic records systems are linked together for analysis. Separately, as mentioned, efforts are underway to bring crash, driver, and vehicle data into one database using the Department of Revenue DRIVES system. As DRIVES and the CDC linkage effort are completed, there will be several opportunities to provide more in-depth analysis of motor vehicle crashes through integration of most of the State's traffic records component systems.

Assessment Rating Changes

For each question, a rating was assigned based on the answers and supporting documentation provided by the State. The ratings are shown as three icons, depicting 'meets', 'partially meets', or 'does not meet'. The table below shows changes in ratings from the last assessment for all the questions that were unchanged (N=223). This does not include new questions (N=21) and questions that can be partially mapped to questions from the last assessment (N=84).

Legend:

	Rating Changes from Last Assessment		
System	Meets	Partially Meets	Does not Meet
Traffic Records Coordinating Committee			
Traffic Records Coordinating Committee	0	-1	+1
Strategic Planning for the Traffic Records System			
Strategic Planning for Traffic Records Systems	+5	-2	-3
Crash Data System			
Description and Contents of the Crash Data System	+1	0	-1
Applicable Guidelines for the Crash Data System	0	0	0
Data Dictionary for the Crash Data System	-1	0	+1
Procedures and Process Flows for Crash Data Systems	0	0	0
Crash Data Systems Interface with Other Components	0	+2	-2
Data Quality Control Programs for the Crash System	-6	+4	+2
Vehicle Data System			
Description and Contents of the Vehicle Data System	+2	0	-2
Applicable Guidelines for the Vehicle Data System	0	-1	+1
Vehicle System Data Dictionary	+1	0	-1
Procedures and Process Flows for the Vehicle Data System	0	0	0
Vehicle Data System Interface with Other Traffic Record System Components	+1	+1	-2
Data Quality Control Programs for the Vehicle Data System	-9	+9	0
Driver Data System			
Description and Contents of the Driver Data System	0	0	0
Applicable Guidelines for the Driver Data System	0	0	0
Data Dictionary for the Driver Data System	+1	+1	-2
Procedures and Process Flows for the Driver Data System	0	0	0
Driver System Interface with Other Components	0	0	0
Data Quality Control Programs for the Driver System	-1	0	+1

Roadway Data System			
Description and Contents of the Roadway Data System	0	+1	-1
Applicable Guidelines for the Roadway Data System	0	0	0
Data Dictionary for the Roadway Data System	0	0	0
Procedures and Process Flows for the Roadway Data System	+1	0	-1
Intrastate Roadway System Interface	0	0	0
Data Quality Control Programs for the Roadway Data System	+1	+1	-2
Citation and Adjudication Systems			
Description and Contents of the Citation and Adjudication Data Systems	-1	+1	0
Applicable Guidelines and Participation in National Data Exchange Systems for the Citation and Adjudication Systems	-1	+1	0
Data Dictionary for the Citation and Adjudication Data Systems	-1	-1	+2
Procedures and Process Flows for the Citation and Adjudication Data Systems	-2	0	+2
Citation and Adjudication Systems Interface with Other Components	0	0	0
Quality Control Programs for the Citation and Adjudication Systems	0	0	0
Injury Surveillance Systems			
Emergency Medical Systems (EMS) Description and Contents	-5	-2	-1
EMS - Guidelines	-1	-1	-1
EMS – Data Dictionary	-4	0	0
EMS – Procedures & Processes	-7	-1	0
Injury Surveillance Data Interfaces	0	0	0
EMS – Quality Control	-1	0	+1
Emergency Department and Hospital Discharge – Quality Control	+3	-1	-2
Trauma Registry – Quality Control	+2	0	-2
Vital Records – Quality Control	+1	0	-1
Emergency Department - System Description	+1	+1	0
Emergency Department – Data Dictionary	+1	0	0
Emergency Department – Procedures & Processes	+2	0	0
Hospital Discharge – System Description	+2	+1	0
Hospital Discharge – Data Dictionary	+1	0	0
Hospital Discharge – Procedures & Processes	+2	0	0
Emergency Department and Hospital Discharge – Guidelines	0	0	+1
Emergency Department and Hospital Discharge – Procedures & Processes	+1	0	0
Trauma Registry – System Description	+2	0	0
Trauma Registry – Guidelines	+2	0	0

Trauma Registry – Data Dictionary	+1	0	0
Trauma Registry – Procedures & Processes	+2	0	0
Vital Records – System Description	+1	0	0
Vital Records – Data Dictionary	+1	0	0
Vital Records – Procedures & Processes	+1	0	0
Injury Surveillance System	0	0	0
Data Use and Integration			
Data Use and Integration	+2	-2	0
Total Change	***+1***	***+11***	***-12***

Methodology and Background

In 2018, the National Highway Traffic Safety Administration updated the *Traffic Records Program Assessment Advisory* (Report No. DOT HS 811 644). This *Advisory* was drafted by a group of traffic safety experts from a variety of backgrounds and affiliations, primarily personnel actively working in the myriad State agencies responsible for managing the collection, management, and analysis of traffic safety data. The *Advisory* provides information on the contents, capabilities, and data quality of effective traffic records systems by describing an ideal that supports data-driven decisions and improves highway safety. Note that this ideal is used primarily as a uniform measurement tool; it is neither NHTSA's expectation nor desire that States pursue this ideal blindly without regard for their own unique circumstances. In addition, the *Advisory* describes in detail the importance of quality data in the identification of crash causes and outcomes, the development of effective interventions, implementation of countermeasures that prevent crashes and improve crash outcomes, updating traffic safety programs, systems, and policies, and evaluating progress in reducing crash frequency and severity.

The *Advisory* is based upon a uniform set of questions derived from the ideal model traffic records data system. This model and suite of questions is used by independent subject matter experts in their assessment of the systems and processes that govern the collection, management, and analysis of traffic records data in each State. The 2018 *Advisory* reduces the number of questions, eases the evidence requirements, and appends additional guidance to lessen the burden on State respondents.

As part of the 2018 update, the traffic records assessment process was altered as well. While it remains an iterative process that relies on the State Traffic Records Assessment Program (STRAP) for online data collection, the process has been reduced to two question-answer cycles. In each, State respondents can answer each question assigned to them before the assessors examine their answers and supporting evidence, at which point the assessors rate each response. At the behest of States who wanted increased face-to-face interaction, a second onsite review will now be held between the first and second rounds. The facilitator will lead this discussion and any input from this meeting will be entered into STRAP for the State's review. The second and final question and answer cycle is used to clarify responses and provide the most accurate rating for each question following the onsite review. To assist the State in responding to each question, the *Advisory* also provides State respondents with suggested evidence that identify the specific information appropriate to answer each assessment question.

The assessment facilitator works with the State assessment coordinator to prepare for the assessment and establish a schedule consistent with the example outlined in Figure 1. Actual schedules may vary as dates may be altered to accommodate State-specific needs.

Independent assessors rate the responses and determines how closely a State's capabilities match those of the ideal system outlined in the *Advisory*. Each system component is evaluated independently by two or more assessors, who reach a consensus on the ratings. Specifically, the assessors rate each response and determine if a State (a) meets the description of the ideal traffic records system, (b) partially meets the ideal description, or (c) does not meet the ideal description. The assessors write a brief narrative to explain their rating for each question, as well as a summary for each section and any considerations—actionable suggestions for improvement—that will be included with the assessment's recommendations.

Figure 2: Sample Traffic Records Assessment Time Table

Upon NHTSA TR Team receipt of request		Initial pre-assessment conference call
1 month prior to kickoff meeting		Facilitator introduction pre-assessment conference call
Between facilitator conference call and kickoff		State Coordinator assigns questions, enters contact information into STRAP, and builds initial document library
Assessment	Monday, Week 1	**Onsite Kickoff Meeting**
	Monday, Week 1 – 12pm EST, Friday, Week 3	**Round 1 Data Collection**: State answers standardized assessment questions
	Friday, Week 3 – Wednesday, Week 5	**Round 1 Analysis**: Assessors review State answers, rate all responses and complete all draft conclusions
	Thursday, Week 5 – Monday, Week 7	**Review Period**: State reviews the assessors' initial ratings in preparation for the onsite meeting.
	Tuesday, Week 7	**Onsite Review Meeting**: Facilitator and State respondents meet to discuss questions; clarifications entered into STRAP
	Wednesday, Week 7 – 12pm EST, Friday, Week 9	**Round 2 Data Collection**: State provides final response to the assessors' preliminary ratings and onsite clarifications
	Friday, Week 9 – Monday, Week 11	**Round 2 Analysis**: make final ratings
	Tuesday, Week 11 – Monday, Week 12	Facilitator prepares final report
Week 12		NHTSA delivers final report to State and Region
(After completion of assessment, date set by State)		NHTSA hosts webinar to debrief State participants
(After completion of assessment)		(OPTIONAL) State may request GO Team, CDIP or MMUCC Mapping, targeted technical assistance or training

In order for NHTSA to accept and approve an assessment each question must have an answer. When appropriate, however, a State may answer questions in the negative ("no," don't know," etc.)". These responses constitute an acceptable answer and will receive a "does not meet" rating. An assessment with unanswered or blank questions will not be acceptable and cannot be used to qualify for §405(c) grant funds.

Figure 3: State Schedule for the Traffic Records Assessment

Kickoff	September 04, 2019
Begin first Q&A Cycle	September 04, 2019
End first Q&A Cycle	September 20, 2019
Begin Review Period	October 03, 2019
Onsite Meeting	October 08, 2019
Begin second Q&A Cycle	October 09, 2019
End second Q&A Cycle	November 01, 2019
Assessors' Final Results Complete	November 18, 2019
Final Report Due	November 29, 2019
Debrief	December 11, 2019

Appendix A: Question Details, Ratings and Assessor Conclusions

This section presents the assessment's results in more granular detail by providing the full text, rating, and assessor analysis for each question. This section can be useful to State personnel looking to understand why specific ratings were given and further identify areas to target for improvement.

Questions, Ratings and Assessor Conclusions

Traffic Records Coordinating Committee

1. ***Does the TRCC membership include executive and technical staff representation from all six data systems?***

   Meets Advisory Ideal

   The State Traffic Records Advisory Committee (STRAC) membership includes voting representatives from each traffic records component system as well as non-voting members from federal agencies, State associations, local agencies, and other interested partners.

   Change Notes: Rating Unchanged.

2. ***Do the executive members of the TRCC regularly participate in TRCC meetings and have the power to direct the agencies' resources for their respective areas of responsibility?***

   Meets Advisory Ideal

   The executive members have the power to direct resources based on their positions and the Memorandum of Understanding. If they do not directly participate they empower representatives on the STRAC.

   Change Notes: Rating Unchanged.

3. ***Do the custodial agencies seek feedback from the TRCC members when major projects or system redesigns are being planned?***

   Meets Advisory Ideal

   The STRAC members and other stakeholders have the opportunity to provide feedback to the custodial agencies at the meetings. Examples of agency collaboration during project planning phases includes the crash form upgrade in the Record Management System (RMS), testing of the Department of Revenue, Driver License Record, Identification and Vehicle Enterprise Solution (DRIVES) interface with the RMS, and other interface and RMS improvements. Also, the development of the Behavioral and Engineering Safety Data for Transportation (BESDT) system, which will improve crash data coding, sharing, and electronic data entry, has involved several traffic records agencies.

   Change Notes: New Question.

4. ***Does the TRCC involve the appropriate State IT agency or offices when member agencies are planning and implementing technology projects?***

Meets Advisory Ideal

The Governor's Office of Information Technology (OIT) is mandated by statute to execute IT projects for State agencies and is represented on the STRAC. The OIT has staff designated to work with agencies, understand system requirements, and guide projects through to completion. The office also serves in that capacity for projects managed through the STRAC.

Change Notes: Rating Unchanged.

5. ***Is there a formal document authorizing the TRCC?***

Meets Advisory Ideal

A regularly updated Memorandum of Understanding has been in place since 2016 authorizing the committee and signed by all agency executives. A set of bylaws illustrates the STRAC functions as a TRCC.

Change Notes: Rating Unchanged.

6. ***Does the TRCC provide the leadership and coordination necessary to develop, implement, and monitor the State Traffic Records Strategic Plan?***

Meets Advisory Ideal

The STRAC writes and maintains the strategic plan with input from the members. An annual report shows the project accomplishments and is used to gauge the success of projects. Projects are monitored throughout the year at the meetings. The STRAC makes use of a State Traffic Records Coordinator and a contracted resource for guiding the development of the plan.

Change Notes: Rating Unchanged.

7. ***Does the TRCC advise the State Highway Safety Office on allocation of Federal traffic records improvement grant funds?***

Meets Advisory Ideal

The STRAC reviews and recommends projects for funding with 405c funds. While 405c funds are managed by the Department of Transportation, the STRAC representative from CDOT presents all applications to the committee for consideration, selection, and approval. Those choices are then sent to NHTSA for final approval.

Change Notes: Rating Unchanged.

8. ***Does the TRCC identify core system performance measures and monitor progress?***

Does Not Meet Advisory Ideal

Although the Traffic Records Strategic Plan lists at least one performance measure type for each system it appears that the actual measures need to be updated. A performance measure should include a baseline and target metric and timeframe (e.g. to increase accuracy by xx% from xx in 2018 to xx in 2020). NHTSA's Model Performance Measures for State Traffic Records Systems (DOT HS 811 441) is very helpful for defining performance measures.

Change Notes: Rating Changed.
From 'Partially Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

9. ***Does the TRCC enable meaningful coordination among stakeholders and serve as a forum for the discussion of the State's traffic records programs, challenges, and investments?***

Meets Advisory Ideal

The STRAC meets every two months and provides each member agency time to discuss projects, needs, successes, and/or challenges, as well as an opportunity for stakeholder engagement.

Change Notes: Rating Unchanged.

10. ***Does the TRCC have a traffic records inventory?***

Partially Meets Advisory Ideal

The Traffic Records Resource Guide and Inventory has the opportunity to be a traffic records inventory but many of the sections are blank. The guide does not contain the data elements and attributes available in the systems. The contact list is a critical piece of the inventory and should be created. While key partners are listed in the Strategic Plan, the data inventory should be a standalone comprehensive document for any current or potential system user.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

11. ***Does the TRCC have a designated chair?***

Meets Advisory Ideal

The current STRAC chairperson is the DOT Traffic and Safety Engineer and Crash Data Intelligence Unit Manager. The chairperson's responsibilities include developing meeting agendas, presiding over STRAC meetings, and serving as a representative of a voting member of the STRAC.

Change Notes: Rating Unchanged.

12. ***Is there a designated Traffic Records Coordinator?***

Meets Advisory Ideal

The State has both a designated Traffic Records Coordinator and a contractor to assist with the duties of the STRAC and monitoring and improving traffic records. The Traffic Records Coordinator is the DOT Traffic Safety Engineer Crash Data Intelligence Unit Manager. The Coordinator's responsibilities include monitoring the work done on projects, working with stakeholders, expanding data collection as well as distribution, establishing requirements (IT, business rules, confidentiality/security, etc.) for new projects, helping manage or monitor projects, and participating in STRAC.

Change Notes: Rating Unchanged.

13. ***Does the TRCC meet at least quarterly?***

Meets Advisory Ideal

The STRAC meets six times a year, on an every other month basis.

Change Notes: Rating Unchanged.

14. ***Does the TRCC review quality control and quality improvement programs impacting the core data systems?***

Partially Meets Advisory Ideal

During the planning and testing phases, the STRAC has some quality control and improvement review over the projects they fund but not universally to all projects impacting the core data systems. Examples of performance measures can be found in NHTSA's Model Performance Measures for State Traffic Records Systems (DOT HS 811 441).

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

15. ***Does the TRCC assess and coordinate the technical assistance and training needs of stakeholders?***

Partially Meets Advisory Ideal

The crash training is a good example of providing technical assistance and training. The STRAC is to be commended for including plans to increase input of others by conducting surveys of State and local data users to identify their needs. Although the State has surveyed stakeholders, the surveys do not appear to address any technical assistance or training needs.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

16. ***Do the TRCC's program planning and coordination efforts reflect traffic records improvement funding sources beyond § 405(c) funds***

Meets Advisory Ideal

The STRAC is involved and helps coordinate projects using State funds as well as 405c. The Department of Transportation's Behavioral and Engineering Safety Data for Transportation (BESDT) project and the Department of Revenue's Driver License Record, Identification and Vehicle Enterprise Solution (DRIVES) projects are examples of projects funded by sources other than 405C (state funds), overseen by traffic records systems managers, and discussed regularly within the STRAC.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

Strategic Planning for Traffic Records Systems

17. ***Does the State Traffic Records Strategic Plan address existing data and data systems areas of opportunity and document how these are identified?***

Meets Advisory Ideal

The State's Traffic Records Strategic Plan lists data and system improvements and opportunities and documents how they are identified. The State prioritizes findings from Traffic Records Assessments first, then areas of opportunity noted in the assessments.

Change Notes: Rating Unchanged.

18. ***Does the State Traffic Records Strategic Plan identify countermeasures that address at least one of the performance attributes (timeliness, accuracy, completeness, uniformity, integration, and accessibility) for each of the six core data systems?***

Partially Meets Advisory Ideal

The State's Strategic Plan includes countermeasures for at least one area of performance for each of the data systems. These countermeasures include improving data dictionaries, documenting work flows and schema, implementing electronic reporting, and similar activities. STRAC has established processes for updating performance measures and progress annually with their member agencies, and closely tracks performance and progress for grant projects. However, the measures in the Strategic Plan need to be updated. For instance many of them state that a baseline will be established by August 2018 but no further information is provided, such as what the baseline is and what the target will be and by when.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

19. ***Does the TRCC have a process for identifying at least one performance measure and the corresponding metrics for the six core data systems in the State Traffic Records Strategic Plan?***

Meets Advisory Ideal

The Strategic Plan includes at least one performance measure for most data systems. The State references page 28 as describing the process for identifying performance measures; the description on that page discusses project prioritization and states that the model performance measures guidance from NHTSA is provided to grant applicants. The State clarified in Round 2 that the overall goals of STRAC are listed on page 9, and that the grant application forms require applicants to specify how their project supports the overall STRAC goals and how they will measure performance.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

20. ***Does the TRCC have a process for prioritizing traffic records improvement projects in the State Traffic Records Strategic Plan?***

Meets Advisory Ideal

The Strategic Plan does outline how projects are prioritized and assigned a ranking of 1, 2, or 3 to determine order of funding. In addition, the Grantees that submit the short form are reviewed by the STRAC to ensure they align with the goals and objectives of the Strategic Plan. The Strategic Plan includes the Traffic Records Assessment recommendations, but the application and project selection could be clarified to link the proposed project to the identified need or recommendation it plans to address.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

21. ***Does the TRCC identify and address technical assistance and training needs in the State Traffic Records Strategic Plan?***

Meets Advisory Ideal

Technical assistance and training are included in the State's Strategic Plan. In addition, the State provided examples of training for specific projects. The State clarified that stakeholders can request training or technical assistance and that STRAC conducts periodic surveys to a wide cast of stakeholders to assess needs. It is noted, though, that the example survey attached includes no questions on training or technical assistance.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

22. ***Does the TRCC have a process for establishing timelines and responsibilities for projects in the State Traffic Records Strategic Plan?***

Meets Advisory Ideal

The State's Strategic Plan includes action items with corresponding responsible parties/agencies. Timelines are identified as part of performance measures. It's clear that the STRAC assigns responsibility and time frames. The Annual Report provides more detail on the timeline and responsible parties. The timelines are established through discussions with responsible agencies. It is not clear how responsible parties are identified and that could be better explained in the Strategic Plan.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

23. ***Does the TRCC have a process for integrating and addressing State and local (to include federally recognized Indian Tribes, where applicable) data needs and goals into the State Traffic Records Strategic Plan?***

Meets Advisory Ideal

The STRAC includes a variety of stakeholders in addition to it's leadership. The Strategic Plan does not include a list of projects or examples of projects and it's difficult to tell from the performance measures and action items which agencies or stakeholders are actually involved. The State does solicit grant applications from local agencies, and provided meeting minutes showing stakeholder attendance. The State also provided surveys used to engage stakeholders.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

24. ***Does the TRCC consider the use of new technology when developing and managing traffic records projects in the State Traffic Records Strategic Plan?***

Meets Advisory Ideal

The State does consider and fund projects that implement new technologies. The 2018 STRAC Annual Report includes projects for electronic crash reporting, computers for law enforcement, real-time communication, and related technologies. The Office of Information Technology attends the STRAC meetings to offer input and advise on technology.

Change Notes: Rating Improved.
From ‘Partially Meets Advisory Ideal’ to ‘Meets Advisory Ideal’.

25. Does the State Traffic Records Strategic Plan consider lifecycle costs in implementing improvement projects?

Partially Meets Advisory Ideal

The State's Strategic Plan details the process for ranking projects. This process considers return on investment. However, ROI is not defined in the plan to know if it includes lifecycle costs. It's also not clear whether lifecycle costs would prohibit the funding of a project, if the recipient agency has a plan for addressing those costs. The State provided meeting minutes from 2018 that show lifecycle costs are discussed during grant decisions. Ideally, lifecycle costs would be defined in the Strategic Plan and the process of considering lifecycle costs would be addressed.

Change Notes: Rating Improved.
From ‘Does Not Meet Advisory Ideal’ to ‘Partially Meets Advisory Ideal’.

26. Does the State Traffic Records Strategic Plan make provisions for coordination with key Federal traffic records data systems?

Meets Advisory Ideal

The State's Strategic Plan references compliance with federal systems, and the projects listed in the 2018 Annual Report also indicate this. STRAC includes representatives from federal agencies.

Change Notes: Rating Improved.
From ‘Partially Meets Advisory Ideal’ to ‘Meets Advisory Ideal’.

27. Is the TRCC's State Traffic Records Strategic Plan reviewed, updated and approved annually?

Meets Advisory Ideal

The Strategic Plan states that it is updated annually, and the State's response echo's that. The State provided the 2012, 2018, and 2019 Strategic Plans, and Annual Reports from 2016 and 2018.

Change Notes: Rating Improved.
From ‘Does Not Meet Advisory Ideal’ to ‘Meets Advisory Ideal’.

Description and Contents of the Crash Data System

28. Is statewide crash data consolidated into one database?

Meets Advisory Ideal

All submitted crash report data including legacy data is stored inside the DRIVES system and is accessible to DOR staff through their application. An automated extract is set to CDOT to use in their reporting and analytics.

Change Notes: Rating Improved.
From ‘Does Not Meet Advisory Ideal’ to ‘Meets Advisory Ideal’.

29. ***Is the statewide crash system's organizational custodian clearly defined?***

Meets Advisory Ideal

Custodial responsibility for the statewide crash system is defined in statute, requiring all reportable crashes be submitted and stored by the Department of Revenue.

Change Notes: Rating Unchanged.

30. ***Does the State have criteria requiring the submission of fatal crashes to the statewide crash system?***

Meets Advisory Ideal

Colorado uses FARS criteria as the fatal crash reporting requirement. The criteria was provided and includes the following: the fatality must occur within 30 days of the associated crash, the crash must take place on a public road, and the death cannot be the result of an intentional act (i.e., homicide or suicide), a medical condition (i.e., heart attack or stroke), or a natural disaster.

Change Notes: Rating Unchanged.

31. ***Does the State have criteria requiring the submission of injury crashes to the statewide crash system?***

Meets Advisory Ideal

By Statute (42-4-1606) investigating officers are required to submit a crash report to the Department of Revenue within 5 days of receiving information or upon completion of the their investigating. A crash is further defined as unintentional damage or injury, with at least one motor vehicle in motion that involved a trafficway.

Change Notes: Rating Unchanged.

32. ***Does the State have criteria requiring the submission of property damage only (PDO) crashes to the statewide crash system?***

Meets Advisory Ideal

Colorado tracks all crashes on public roads. Any crash that is not a fatal or injury crash (as defined in the previous question), and occurs on public roads, and is not an intentional act or natural disaster is considered a PDO crash.

Change Notes: Rating Unchanged.

33. ***Does the State have statutes or other criteria specifying timeframes for crash report submission to the statewide crash database?***

Meets Advisory Ideal

By Statute (42-4-1606) investigating officers in the State are required to submit a crash report to the Department of Revenue within 5 days of receiving information or upon completion of the their investigating.

Change Notes: New Question.

34. ***Does the statewide crash system record the crashes that occur in non-trafficway areas (e.g., parking lots, driveways)?***

Does Not Meet Advisory Ideal

By Statute (42-4-1606) investigating officers are required to submit crash reports to the Department of Revenue. Colorado defines a crash as unintentional damage or injury, with at least one motor vehicle in motion that involved a trafficway. The State does not record private property crashes, including parking lots, private roadways, trails and driveways.

Change Notes: Rating Unchanged.

35. ***Is data from the crash system used to identify crash risk factors?***

Meets Advisory Ideal

The CDOT has developed crash analysis techniques that can be applied to any public road. The process can be used to identify Crash patterns and causal factors for a specified location. The State provided an example report that examined a location, roadway features, behaviors, and driver characteristics.

Change Notes: Rating Unchanged.

36. ***Is data from the crash system used to guide engineering and construction projects?***

Meets Advisory Ideal

The State provided a detailed summary of crashes done by the Department of Transportation occurring at a specific location that identifies potential problem areas. In addition, construction projects are required to have a safety analysis based on crash data.

Change Notes: Rating Unchanged.

37. ***Is data from the crash system regularly used to prioritize law enforcement activity?***

Meets Advisory Ideal

The State provided a State Patrol quarterly report showing how crash records were used to determine high crash locations for fatal and serious bodily injury crashes. These quarterly reports identify hot spots including sections of mile posts, crash factors for fatal & injury crashes, property damage crashes, impaired crashes, identify day of week, time of day, and are used to prioritize law enforcement activity.

Change Notes: Rating Unchanged.

38. ***Is data from the crash system used to evaluate safety countermeasure programs?***

Meets Advisory Ideal

Colorado conducts evaluations using before and after studies when a project is completed and crash data has accumulated, to assure the project changes achieved the desired / expected results. In addition, some data analyses are used to show trends. The most common measures are the following five federally required measures used to assess the statewide performance annually: Fatalities Fatal Crash Rate Serious Injury (SI) Serious Injury Crash Rate Non-motorized Fatalities and SI 1 - 1. A number of sample crash reports were provided to support the suggested evidence.

Change Notes: Rating Unchanged.

Applicable Guidelines for the Crash Data System

39. ***Is there a process by which MMUCC is used to help identify what crash data elements and attributes the State collects?***

Meets Advisory Ideal

The State's crash reports were evaluated by NHTSA with regard to their compliance to the Model Minimum Uniform Crash Criteria (MMUCC) 5th Edition. The mapping was used as a guideline for the development of the current crash report form.

Change Notes: Rating Unchanged.

40. ***Is there a process by which ANSI D.16 is used to help identify the definitions in the crash system data dictionary?***

Meets Advisory Ideal

Colorado used the ANSI standards in the development of the new crash form (DR 3447) and the officer's manual (dictionary). The Traffic Accident Reporting Manual and the Data Dictionary were provided to support the suggested evidence.

Change Notes: Rating Unchanged.

Data Dictionary for the Crash Data System

41. ***Does the data dictionary provide a definition for each data element and define that data element's allowable values/attributes?***

Meets Advisory Ideal

The Colorado DOR provided the crash database data dictionary which gives a definition for each data element and defines the data element's allowable values/attributes. The State also maintains a comprehensive 'Traffic Accident Reporting Manual'.

Change Notes: Rating Unchanged.

42. ***Does the data dictionary document the system edit checks and validation rules?***

Meets Advisory Ideal

System edit checks and validation rules can be found and are available in documents other the data dictionary, which meets the requirements.

Change Notes: Rating Unchanged.

43. ***Is the data dictionary up-to-date and consistent with the field data collection manual, coding manual, crash report, database schema and any training materials?***

Partially Meets Advisory Ideal

The Traffic Accident Reporting manual, revised 2006, and a 2019 ICD document were provided.

These, however, don't address when the crash system's data dictionary, field data collection manual and coding manual were last updated and does not describe the processes used to ensure they remain consistent with each other.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

44. ***Does the crash system data dictionary indicate the data elements populated through links to other traffic records system components?***

Does Not Meet Advisory Ideal

The DOR response suggested the "Crash system interfaces with miidb TO CHECK INSURANCE STATUS", but did not include a description or documentation on how the data dictionary identified where/which elements are linked or derived from other systems.

Change Notes: Rating Changed.
From 'Partially Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

Procedures and Process Flows for Crash Data Systems

45. ***Does the State collect an identical set of data elements and attributes from all reporting agencies, independent of collection method?***

Does Not Meet Advisory Ideal

The State did not address if an identical set of data elements and attributes were collected from all reporting agencies, independent of collection method.

Change Notes: New Question.

46. ***Does the State reevaluate their crash form at regular intervals?***

Meets Advisory Ideal

The State conducts crash form reviews in keeping with the changing or developing of updated MMUCC standards.

Change Notes: New Question.

47. ***Does the State maintain accurate and up-to-date documentation detailing the policies and procedures for key processes governing the collection, reporting, and posting of crash data-including the submission of fatal crash data to the State FARS unit and commercial vehicle crash data to SafetyNet?***

Meets Advisory Ideal

The key processes governing the collection, reporting, and posting of crash data including the submission of fatal crashes to the State FARS unit were provided by the State. A manual process for submitting commercial vehicle crashes to SafetyNet was also thoroughly described.

Change Notes: Rating Unchanged.

48. ***Are the quality assurance and quality control processes for managing errors and incomplete data documented?***

Meets Advisory Ideal

The State has a robust process for quality control regarding the managing of errors or incomplete data found on crash reports, by either editing or returning the report back to the originating agency for correction.

Change Notes: Rating Unchanged.

49. ***Do the document retention and archival storage policies meet the needs of safety engineers and other users with a legitimate need for long-term access to the crash data reports?***

Meets Advisory Ideal

Colorado retains crash data from 1986 on for safety engineers and other users to have long-term access to historical data.

Change Notes: Rating Unchanged.

50. ***Do all law enforcement agencies collect crash data electronically?***

Partially Meets Advisory Ideal

The State reports it is currently at 50.04% electronic reporting, though it is unclear if this is the percentage of agencies collecting data or submitting to the State repository. No formal plan or long-range strategy to migrate paper agencies to electronic data collection was provided, although the effort appears on-going.

Change Notes: Rating Unchanged.

51. ***Do all law enforcement agencies submit their data to the statewide crash system electronically?***

Partially Meets Advisory Ideal

The State narrative indicates the State is at approximately 50% electronically submitted crash reports. The percentage of agencies electronically submitting crash reports is 9.73%

Change Notes: Rating Improved.
From ‘Does Not Meet Advisory Ideal’ to ‘Partially Meets Advisory Ideal’.

52. ***Do all law enforcement agencies collecting crash data electronically in the field apply validation rules consistent with those in the statewide crash system prior to submission?***

Meets Advisory Ideal

Before a law enforcement agency is allowed to submit crash reports electronically to the production system, they must successfully complete a test process. This test process ensures that all DR 2447 mandatory rules are met.

Change Notes: Rating Unchanged.

Crash Data Systems Interface with Other Components

53. ***Does the crash system have a real-time interface with the driver system?***

Partially Meets Advisory Ideal

The current DOR response indicates 'when crashes are data entered into the system the driver license number will bring up current driver information (real time)' However, no other information was provided on how the crash-to-driver real-time interface enables: verification and validation of the driver's personal information, access to driver records, identification of inconsistencies between the crash and driver records. The officer's Traffic Accident Manual page 1 was cited as supporting the suggested evidence, but there was no apparent reference to the interface in the manual.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

54. ***Does the crash system have a real-time interface with the vehicle system?***

Partially Meets Advisory Ideal

The DOR response indicated there is a real-time interface between the vehicle and crash systems since the crash, vehicle, and driver systems, are all in the same system DRIVES. The response did indicate the interface is able to populate the VIN from the plate number. However, no other information was provided on how the crash-to-vehicle real-time interface enables: verification and validation of the vehicle information, access to vehicle records, and/or identification of inconsistencies between the crash and vehicle records.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

55. ***Does the crash system interface with the roadway system?***

Meets Advisory Ideal

The CDOT crash system has an interface to the roadway file called Colorado Roadway Information System (CORIS) through a program called "Vision Zero". The CORIS file is updated quarterly. The interface allows geo-locating all highway crashes in CDOT crash database. Vision Zero Suite also supports populating Roadway data, e.g., highway type, geometric and etc. in the crash file.

Change Notes: Rating Unchanged.

56. ***Does the crash system interface with the citation and adjudication systems?***

Partially Meets Advisory Ideal

Colorado indicated since crash and citation/adjudication information are all contained within DRIVES on the individual accounts an interface is in place. The State notes that there is no cross-population of data elements on the crash report and citation. However, there appears to be a link that triggers departmental actions.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

57. ***Does the crash system have an interface with EMS?***

Does Not Meet Advisory Ideal

Colorado indicated there is no crash system to injury surveillance system in place.

Change Notes: Rating Unchanged.

Data Quality Control Programs for the Crash System

58. ***Are there automated edit checks and validation rules to ensure that entered data falls within a range of acceptable values and is logically consistent among data elements?***

Meets Advisory Ideal

Responses from both CDOT and DOR indicated that automated edit checks and validation rules are in place to ensure that entered data fall within a range of acceptable values and is logically consistent among data elements.

Change Notes: Rating Unchanged.

59. ***Is limited State-level correction authority granted to quality control staff working with the statewide crash database to amend obvious errors and omissions without returning the report to the originating officer?***

Partially Meets Advisory Ideal

The DOR response stated when there is an obvious error on the crash report staff is trained to make corrections. However, no further explanation was provided to describe the process by which limited State-level correction authority is granted to quality control staff working with the statewide crash database.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

60. ***Are there formally documented processes for returning rejected crash reports to the originating officer and tracking resubmission of the report in place?***

Meets Advisory Ideal

The State has a documented process for rejecting crash reports and tracking resubmission.

Change Notes: Rating Unchanged.

61. ***Does the State track crash report changes after the original report is submitted by the law enforcement agency?***

Meets Advisory Ideal

The State tracks changes to the original report with an amended flag field and also maintains a history of the different versions of the crash report.

Change Notes: New Question.

62. ***Are there timeliness performance measures tailored to the needs of data managers and data users?***

Partially Meets Advisory Ideal

The State has an established timeliness baseline (19.83 days for the period April 1, 2015 to March 31, 2016) with a goal to reduce the average number of days from the crash date to submittal into EARS (at DOR) by 5-10% per year. The State further clarified that with a long delay in implementing the DRIVES system it is difficult to track metrics, and thus current timeliness metrics are not readily available for the needs of data managers and data users.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

63. ***Are there accuracy performance measures tailored to the needs of data managers and data users?***

Does Not Meet Advisory Ideal

The State did not provide a performance measure, but instead a strategic goal. Performance measures should include calculation method, baseline, actual values and percent change. The realization of this strategic goal is, in part, dependent on the implementation of the DRIVES system, which according to the State, has had a long delay. This delay prevented the establishment and tracking of the performance measurements outlined in the STRAC Strategic Plan 2016-2019.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

64. ***Are there completeness performance measures tailored to the needs of data managers and data users?***

Does Not Meet Advisory Ideal

The State did not provide a performance measure, but instead a strategic goal. Performance measures should include calculation method, baseline, actual values and percent change. The realization of this strategic goal is, in part, dependent on the implementation of the DRIVES system, which according to the State, has had a long delay. This delay prevented the establishment and tracking of the performance measurements outlined in the STRAC Strategic Plan 2016-2019.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

65. ***Are there uniformity performance measures tailored to the needs of data managers and data users?***

Does Not Meet Advisory Ideal

Like the previous performance measures (accuracy, completeness) a similar updated response by Cambridge Systematics was provided as progress toward establishing a uniformity performance measures. A review of the Traffic Records Strategic Plan did not reveal similar attempts to measure uniformity performance beyond training law enforcement officers on the new DR 3447 (crash form) and by December 31, 2018, developing a uniform data dictionary for the Crash record system.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

66. ***Are there integration performance measures tailored to the needs of data managers and data users?***

Does Not Meet Advisory Ideal

The State did not provide a performance measure, but instead a strategic goal. Performance

measures should include calculation method, baseline, actual values and percent change. The realization of this strategic goal is, in part, dependent on the implementation of the DRIVES system, which according to the State, has had a long delay. This delay prevented the establishment and tracking of the performance measurements outlined in the STRAC Strategic Plan 2016-2019.

Change Notes: Rating Unchanged.

67. Are there accessibility performance measures tailored to the needs of data managers and data users?

Does Not Meet Advisory Ideal

The State did not provide a performance measure. Although the interface agreement by itself is not a accessibility performance measure it could be moved to a performance measure. If the State encouraged establishing agreements with customers, used the current number of crash data agreements as the baseline measure, established goals for increasing accessibility, measured the results of putting new agreements in place, compared the results to goals, and shared the results with stakeholders this would meet the requirement for the performance measure.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

68. Has the State established numeric goals-performance metrics-for each performance measure?

Does Not Meet Advisory Ideal

The State does not appear to have established performance measures, but instead performance measures as a strategic goal. Established performance measures should include calculation method, baseline, actual values and percent change. The realization of these strategic goal are, in part, dependent on the implementation of the DRIVES system, which according to the State, has had a long delay. This delay prevented the establishment and tracking of the performance measurements outlined in the STRAC Strategic Plan 2016-2019.

Change Notes: Rating Changed.
From 'Partially Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

69. Is there performance reporting that provides specific timeliness, accuracy, and completeness feedback to each law enforcement agency?

Does Not Meet Advisory Ideal

The State does not appear to have formalized a report that provides feedback to each Law Enforcement Agency (LEA) regarding their agency's crash report timeliness, accuracy, and completeness. Only individual report rejections and a summary showing total reports submitted by the agency were provided. STRAC works with the SHSO to push information out to LEA's and increase participation in electronic submission but timeliness, accuracy and completeness measures were not shown.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

70. ***Are detected high-frequency errors used to prompt revisions, update the validation rules, and generate updated training content and data collection manuals?***

Partially Meets Advisory Ideal

The State responses indicate that both DOR and CDOT identify patterns of high frequency errors as part of their normal analytic tasks (case-by-case basis). It does not appear there are specific QA/QC processes to detect high-frequency errors used to prompt revisions, update the validation rules, and generate updated training content and data collection manuals. As an update to the State response, CDOT cited an example where a high frequency error either resulted in an edit check or could be the source of a check to avoid a re-occurrence of the error.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

71. ***Are quality control reviews comparing the narrative, diagram, and coded contents of the report considered part of the statewide crash database's data acceptance process?***

Partially Meets Advisory Ideal

The CDOT has a robust quality control review process comparing the narrative, diagram, and coded contents of the crash report. CDOT cleans this data for its own purposes, but this process is not part of the statewide data acceptance process for a crash report to be posted to the crash database repository.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

72. ***Are sample-based audits periodically conducted for crash reports and related database content?***

Meets Advisory Ideal

CDOT periodically conducts audits for crash data that is received from DOR DRIVES system to identify the data errors and missing data. Comparisons of the data with previous years to identify the data discrepancies. For example, in 2017, they identified 7,000 missing crash reports in Denver that were not submitted to DOR DRIVES system. They have also identified that the Colorado springs PD didn't submit the injury level data to DOR DRIVES system in 2018.

Change Notes: Rating Unchanged.

73. ***Are periodic comparative and trend analyses used to identify unexplained differences in the data across years and jurisdictions?***

Meets Advisory Ideal

CDOT annually examines the data for significant changes in data submission rate including total crashes as well as changes in individual fields such as DUI, injury level etc.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

74. ***Is data quality feedback from key users regularly communicated to data collectors and data managers?***

Meets Advisory Ideal

The State provided an example of Data quality feedback that is regularly communicated to data collectors, as well as tracking responses and the actions taken.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

75. Are data quality management reports provided to the TRCC for regular review?

Partially Meets Advisory Ideal

Data quality reports are not regularly shared with the TRCC, but crash data quality issues are discussed at STRAC meetings when they arise.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

Description and Contents of the Driver Data System

76. Does custodial responsibility for the driver data system-including commercially-licensed drivers-reside in a single location?

Meets Advisory Ideal

The Driver Services of the Colorado Department of Revenue has custodial responsibility of the Colorado driver data system, which resides in a single location and includes commercially licensed drivers.

Change Notes: Rating Unchanged.

77. Does the driver data system capture details of novice driver, motorcycle, and driver improvement (remedial) training histories?

Meets Advisory Ideal

Colorado maintains the Driver License Operating Procedure Manual, which specifies details related to updates of the DRIVES system with novice driver, motorcycle, and driver improvement training histories.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

78. Does the driver data system capture and retain the dates of original issuance for all permits, licensing, and endorsements (e.g., learner's permit, provisional license, commercial driver's license, motorcycle license)?

Meets Advisory Ideal

The driver data system captures the original issuance date for all licensing, permits, and endorsements.

Change Notes: Rating Unchanged.

Applicable Guidelines for the Driver Data System

79. ***Is driver information maintained in a manner that accommodates interaction with the National Driver Register's PDPS and CDLIS?***

Meets Advisory Ideal

The Colorado driver data system is maintained in accordance with Federal standards. The State accommodates interaction with the National Driver Register's Problem Driver Pointer System (PDPS) and the Commercial Driver's License Information System (CDLIS).

Change Notes: Rating Unchanged.

Data Dictionary for the Driver Data System

80. ***Are the contents of the driver data system documented with data definitions for each field?***

Meets Advisory Ideal

The contents of the State driver data system are documented in the DRIVES system with data definition for each data field.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

81. ***Are all valid field values-including null codes-documented in the data dictionary?***

Meets Advisory Ideal

All valid field values - including null codes - are documented in the APP-Driver License Renewal Document of the DRIVES system.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

82. ***Are there edit checks and data collection guidelines for each data element?***

Meets Advisory Ideal

The DRIVES system performs edit and data validation checks during data entry and interface transactions. In addition, the State has established reviews of the daily audit reports related to the driver data system.

Change Notes: Rating Unchanged.

83. ***Is there guidance on how and when to update the data dictionary?***

Partially Meets Advisory Ideal

The DRIVES system is updated with changes to the driver system data dictionary. However, the State provided documentation that relates to the crash data system, and not to the driver data system. A documentation or narrative with more details related to the State's guidance and rules to update driver system data dictionary would have improved this rating.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

Procedures and Process Flows for the Driver Data System

84. ***Does the custodial agency maintain accurate and up-to-date documentation detailing: the licensing, permitting, and endorsement issuance procedures; reporting and recording of relevant convictions, driver education, driver improvement course; and recording of information that may result in a change of license status (e.g., sanctions, withdrawals, reinstatement, revocations, cancellations and restrictions) including manual or electronic reporting and timelines, where applicable?***

Meets Advisory Ideal

The State maintains very detailed and up to date documentation related to licensing, permitting, and endorsement issuance, as well as to procedures for reporting and recording convictions, driver education and improvement courses, and other information that may result in a change of license status. While the Driver License Standard Operating Procedure Manual contains most of information related to these procedures, some details are maintained in other documentation, such as the Conviction Batch Procedure, which specifies details for reporting and recording convictions.

Change Notes: New Question.

85. ***Is there a process flow diagram that outlines the driver data system's key data process flows, including inputs from other data systems?***

Meets Advisory Ideal

The Colorado driver data system is supported with detailed process flow diagrams indicating key data process flows and inputs from other data systems.

Change Notes: Rating Unchanged.

86. ***Are the processes for error correction and error handling documented for: license, permit, and endorsement issuance; reporting and recording of relevant convictions; reporting and recording of driver education and improvement courses; and reporting and recording of other information that may result in a change of license status?***

Meets Advisory Ideal

Error correction and error handling processes are documented in the Driver License Standard Operations Manual.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

87. ***Are there processes and procedures for purging data from the driver data system documented?***

Does Not Meet Advisory Ideal

Colorado does not purge data from the driver data system.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

88. In States that have the administrative authority to suspend licenses based on a DUI arrest independent of adjudication, are these processes documented?

Meets Advisory Ideal

The State maintains documentation pertaining procedures to suspend/revoke driver license based on a DUI arrest.

Change Notes: Rating Unchanged.

89. Are there established processes to detect false identity licensure fraud?

Meets Advisory Ideal

Colorado has established procedures to detect false identity licensure fraud. The Department of Revenue Motor Vehicle Investigation Unit investigates and prevents fraudulent attempts concerning driver license, identification cards, motor vehicle titles, registration, and other related documents.

Change Notes: Rating Unchanged.

90. Are there established processes to detect internal fraud by individual users or examiners?

Meets Advisory Ideal

The Motor Vehicle Investigations Unit is responsible for detecting and investigating the attempts of internal fraud by individual users or examiners. The Unit performs routine periodic audits of the employee transactions as well as investigations of reported fraud from employees.

Change Notes: Rating Unchanged.

91. Are there established processes to detect CDL fraud?

Meets Advisory Ideal

The State has established policies and procedures to detect CDL fraud. These procedures are followed by the CDL Testing Compliance Unit, which is responsible for detecting most of the CDL fraudulent activities.

Change Notes: Rating Unchanged.

92. Does the State transfer the Driver History Record (DHR) electronically to another State when requested due to a change in State of Record?

Meets Advisory Ideal

Colorado provides the driver history record information to another State "as part of a Change State of Record". The driver history record is transferred to the new State electronically. Transmission errors are worked in concert with the new State of Record so the driver history record can be pulled again.

Change Notes: New Question.

93. ***Does the State obtain the previous State of Record electronically upon request?***

Partially Meets Advisory Ideal

Colorado obtains the previous State of Record for CDL drivers electronically through CDLIS. The State is currently in the process of becoming a participant in the State-to-State (S2S) program by January 2020, which will include the exchange of driving records electronically for non-CDL drivers.

Change Notes: New Question.

94. ***Does the State run facial recognition prior to issuing a credential?***

Meets Advisory Ideal

Colorado uses one-to-one and a nightly one-to-many facial recognition check prior to issuing driver's license.

Change Notes: New Question.

95. ***Does the State exchange driver photos with other State Licensing agencies upon request?***

Meets Advisory Ideal

The state exchanges driver photos with other State by the way of sending the encrypted photo via email to another State for comparison purposes. Colorado exchanges photos via the Digital Image Access Exchange (DIAE), for both CDL and non-CDL drivers.

Change Notes: New Question.

96. ***Are there policies and procedures for maintaining appropriate system and information security?***

Meets Advisory Ideal

The DRIVES security team has a responsibility to maintain and manage appropriate system and information security within the driver data system.

Change Notes: Rating Unchanged.

97. ***Are there procedures in place to ensure that driver system custodians track access and release of driver information?***

Meets Advisory Ideal

The State uses multi-tiered approval procedure to track access and release of driver information. The Access Request Form is used to identify the type and level of access that is requested. Once the request is granted, the DRIVES system manages the authorization and authentication to the system.

Change Notes: Rating Unchanged.

Driver System Interface with Other Components

98. ***Does the State post at-fault crashes to the driver record?***

Meets Advisory Ideal

The State updates all crashes to the driver record. As evidence, the State provided the collision and

the crash report forms that are used to record crash data.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

99. Does the State's DUI tracking system interface with the driver data system?

Partially Meets Advisory Ideal

The State's driver, vehicle, and crash data are integrated into the DRIVES system. These data include DUI-related driver information, such as DUI convictions, DUI arrests, etc. However, Colorado does not have a separate DUI tracking system that is integrated with the driver system.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

100. Is there an interface between the driver data system and the Problem Driver Pointer System, the Commercial Driver Licensing System, the Social Security Online Verification system, and the Systematic Alien Verification for Entitlement system?

Meets Advisory Ideal

The State has an interface between the State's driver data system and the Problem Driver Pointer System (PDPS), the Commercial Driver License Information System (CDLIS), the Social Security Online Verification System (SSOLV), and the Systematic Alien Verification for Entitlement (SAVE) system.

Change Notes: Rating Unchanged.

101. Does the custodial agency have the capability to grant authorized law enforcement personnel access to information in the driver system?

Meets Advisory Ideal

Access to the State driver data system can be granted to authorized law enforcement personnel. The Department of Revenue uses the DOR Access Request Form that has to be completed, reviewed, and approved before access is granted to law enforcement personnel.

Change Notes: Rating Unchanged.

102. Does the custodial agency have the capability to grant authorized court personnel access to information in the driver system?

Meets Advisory Ideal

Colorado Courts can be granted access to the driver data through signed end user agreement with the court via web portal.

Change Notes: Rating Unchanged.

Data Quality Control Programs for the Driver System

103. ***Is there a formal, comprehensive data quality management program for the driver system?***

Does Not Meet Advisory Ideal

The State does not have established a formal, comprehensive data quality management program for the driver system, as envisioned in the Advisory.

Change Notes: Rating Unchanged.

104. ***Are there automated edit checks and validation rules to ensure entered data falls within a range of acceptable values and is logically consistent among data elements?***

Meets Advisory Ideal

The State performs edit checks and data validation procedures to ensure that entered data falls within a range of acceptable values and is satisfying specific format and validation rules.

Change Notes: Rating Unchanged.

105. ***Are there timeliness performance measures tailored to the needs of data managers and data users?***

Meets Advisory Ideal

The State has established goals and timeliness performance measures (in days) of the driver data system tailored to the needs of data managers and data users. A list of such measures is provided by the State.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

106. ***Are there accuracy performance measures tailored to the needs of data managers and data users?***

Does Not Meet Advisory Ideal

There are not any accuracy performance measures of the driver data system tailored to the needs of data managers and data users. The State has tracking mechanisms to capture data entry errors and to ensure accuracy of driver data, but the State does not have a metric to show how accurate are data in the driver system.

Change Notes: Rating Changed.
From 'Partially Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

107. ***Are there completeness performance measures tailored to the needs of data managers and data users?***

Does Not Meet Advisory Ideal

There are not any completeness performance measures of the driver data system tailored to the needs of data managers and data users. Specific evidence provided by the State does not indicate the existence of completeness performance measures.

Change Notes: Rating Unchanged.

108. ***Are there uniformity performance measures tailored to the needs of data managers and data users?***

Does Not Meet Advisory Ideal

There are not any uniformity performance measures of the driver data system tailored to the needs of data managers and data users. Data validation and field input masks used in the DRIVES system is not an actual performance measure.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

109. ***Are there integration performance measures tailored to the needs of data managers and data users?***

Does Not Meet Advisory Ideal

There are not any integration performance measures of the driver data system tailored to the needs of data managers and data users. The State performs monitoring of the integrated data and tracking trends over time. However, there is no indication that integration performance measures, with baselines and actual values, exist for the driver data system.

Change Notes: Rating Unchanged.

110. ***Are there accessibility performance measures tailored to the needs of data managers and data users?***

Does Not Meet Advisory Ideal

There are not any accessibility performance measures of the driver data system tailored to the needs of data managers and data users. The State has provided the access request form as documentation to this question. However, this is not a performance measure. Additionally, there are no baselines and actual values.

Change Notes: Rating Unchanged.

111. ***Has the State established numeric goals-performance metrics-for each performance measure?***

Partially Meets Advisory Ideal

The State has not established numeric goals—performance metrics—for each performance measure, except for the timeliness performance measure. The State driver system is not supported by a comprehensive data quality management program, which would typically include established performance measures for each of the six data quality attributes, and not just for timeliness. Since these performance measures do not exist for accuracy, completeness, uniformity, integration, and accessibility, numeric goals for each of them cannot be specified.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

112. ***Is the detection of high frequency errors used to generate updates to training content and data collection manuals, update the validation rules, and prompt form revisions?***

Meets Advisory Ideal

Colorado has established procedures to detect high frequency errors. These procedures include secondary review process of driver license and ID card transaction and weekly reporting and listing of all errors. These errors are thoroughly reviewed and can be used to generate updates to training manual. These errors can also indicate a need for an additional training for individual employee.

Change Notes: Rating Unchanged.

113. Are sample-based audits conducted periodically for the driver reports and related database contents for that record?

Partially Meets Advisory Ideal

The State has established detailed procedures to compare data entered at the driver license office with the driver data that are in the DRIVES system. However, these procedures are not comparable to independent sample-based audits aimed at quality aspects of the driver data system, as defined in the Advisory.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

114. Are periodic comparative and trend analyses used to identify unexplained differences in the data across years and jurisdictions?

Partially Meets Advisory Ideal

Trend analyses are completed by the State's Research and Analysis Division. However, details pertaining to what specific type of analyses were completed, or the frequency of such analyses, were not provided.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

115. Is data quality feedback from key users regularly communicated to data collectors and data managers?

Meets Advisory Ideal

Data quality feedback from key users is communicated to data managers via a help desk ticket process if there are data issues.

Change Notes: Rating Unchanged.

116. Are data quality management reports provided to the TRCC for regular review?

Does Not Meet Advisory Ideal

Data quality management reports are not provided to the TRCC for review.

Change Notes: Rating Unchanged.

Description and Contents of the Vehicle Data System

117. ***Does custodial responsibility of the identification and ownership of vehicles registered in the State-including vehicle make, model, year of manufacture, body type, and adverse vehicle history (title brands)-reside in a single location?***

Meets Advisory Ideal

The Colorado Department of Revenue, Division of Motor Vehicles is the custodial agency of the Colorado vehicle data system that maintains all vehicle title and registration records.

Change Notes: Rating Unchanged.

118. ***Does the State or its agents validate every VIN with a verification software application?***

Meets Advisory Ideal

The State DRIVES utilizes VINtelegence to populate vehicle information in regards to make model, and weight, as well as validate ever VIN.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

119. ***Are vehicle registration documents barcoded-using at a minimum the 2D standard-to allow for rapid, accurate collection of vehicle information by law enforcement officers in the field using barcode readers or scanners?***

Meets Advisory Ideal

The State submitted samples of their title and registration documents showing the bar coding on these documents.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

Applicable Guidelines for the Vehicle Data System

120. ***Does the vehicle system provide title information data to the National Motor Vehicle Title Information System (NMVTIS) at least daily?***

Meets Advisory Ideal

Colorado provides title information to the National Motor Vehicle Title Information System (NMVTIS) via real-time interface.

Change Notes: Rating Unchanged.

121. ***Does the vehicle system query NMVTIS before issuing new titles?***

Meets Advisory Ideal

The State DRIVES system utilizes real-time querying of NMVTIS before issuing new titles.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

122. ***Does the State incorporate brand information recommended by AAMVA and/or received via NMVTIS on the vehicle record, whether the brand description matches the State's brand descriptions?***

Meets Advisory Ideal

The State incorporates brand information on the vehicle records that are recommended by AAMVA. The State provided the listing and definitions of the title brands.

Change Notes: Rating Unchanged.

123. ***Does the State participate in the Performance and Registration Information Systems Management (PRISM) program?***

Does Not Meet Advisory Ideal

The State answered only yes that it is a participant in the Performance and Registration Information Systems Management (PRISM) program. However, the State failed to provide any of the suggested supporting evidence.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

Vehicle System Data Dictionary

124. ***Does the vehicle system have a documented definition for each data field?***

Partially Meets Advisory Ideal

The State does have documented definitions for each data field in the DRIVES system. However, the State did not provide suggested relevant documentation (e.g., a sample of data definitions).

Change Notes: Rating Unchanged.

125. ***Does the vehicle system include edit check and data collection guidelines that correspond to the data definitions?***

Meets Advisory Ideal

The State DRIVES has validation checks on data entry and interfaces. The county and State officials conduct daily reporting. Such vehicle data audits are reviewed daily as well.

Change Notes: Rating Unchanged.

126. ***Are the collection, reporting, and posting procedures for registration, title, and title brand information formally documented?***

Meets Advisory Ideal

With an upgrade to the new DRIVES vehicle records system in 2018, the State has collection, reporting, and posting procedures formally documented for registration, title, and title brand. Updates to all procedures are now conducted on a regular basis on system improvements and reported to assistance managers in DRIVES.

Change Notes: Rating Improved.
From ‘Does Not Meet Advisory Ideal’ to ‘Meets Advisory Ideal’.

Procedures and Process Flows for the Vehicle Data System

127. ***Is there a process flow that outlines the vehicle system's key data process flows, including inputs from other data systems?***

Partially Meets Advisory Ideal

The State provided a brief flow chart, but it lacked the kind of critical detail needed to achieve a higher rating.

Change Notes: Rating Changed.
From ‘Meets Advisory Ideal’ to ‘Partially Meets Advisory Ideal’.

128. ***Does the vehicle system flag or identify vehicles reported as stolen to law enforcement authorities?***

Meets Advisory Ideal

The DRIVES system flags vehicles reported in real-time as stolen with a "stolen" banner shown on the vehicle record.

Change Notes: Rating Unchanged.

129. ***If the vehicle system does flag or identify vehicles reported as stolen to law enforcement authorities, are these flags removed when a stolen vehicle has been recovered or junked?***

Meets Advisory Ideal

The State removes the "stolen" banner when stolen vehicle has been recovered. Colorado receives a nightly data file with information on all recovered vehicles.

Change Notes: Rating Unchanged.

130. ***Does the State record and maintain the title brand history (previously applied to vehicles by other States)?***

Meets Advisory Ideal

Colorado carries forward previous brand from other jurisdiction on the new Colorado title.

Change Notes: Rating Improved.
From ‘Does Not Meet Advisory Ideal’ to ‘Meets Advisory Ideal’.

131. ***Are the steps from initial event (titling, registration) to final entry into the statewide vehicle system documented?***

Meets Advisory Ideal

The State DRIVES system has documented procedures that describe the steps from initial titling/registration event to final entry into the statewide vehicle data system.

Change Notes: Rating Unchanged.

132. ***Is the process flow annotated to show the time required to complete each step?***

Meets Advisory Ideal

The State reported that DRIVES has the ability to track the time taken to complete each task by each user. County and State management set goals for their staff to complete tasks in DRIVES.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

133. ***Does the process flow show alternative data flows and timelines?***

Does Not Meet Advisory Ideal

The State does not have a process flow that reflects alternative data flows and timelines. However, it was stated that, after system stabilization efforts are completed, a pending project will correct this deficiency.

Change Notes: Rating Unchanged.

134. ***Does the process flow include processes for error correction and error handling?***

Does Not Meet Advisory Ideal

It was reported by the State that the key process flows are not yet documented but after the system stabilization efforts are completed, a pending project will correct this deficiency. Therefore, a rating of not meeting the advisory ideal is the only rating that can be issued at this time.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

Vehicle Data System Interface with Other Traffic Record System Components

135. ***Are the driver and vehicle files unified in one system?***

Meets Advisory Ideal

The driver and vehicle transactions are completed through DRIVES and driver license records can be linked to vehicle ownership, establishing a unified system.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

136. ***Is personal information entered into the vehicle system using the same conventions used in the driver system?***

Meets Advisory Ideal

The DRIVES system maintains transactions for both the State vehicle and the driver data system. Therefore, personal information entered into the vehicle system uses the same conventions that are used in the driver system.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

137. When discrepancies are identified during data entry in the crash data system, are vehicle records flagged for possible updating?

Partially Meets Advisory Ideal

Colorado appears to have procedures to identify discrepancies during data entry into the crash system. According to the State, all users use DRIVES and follow the same conventions. All users using the same conventions is necessary for an ideal system. Had a vehicle system manual, or excerpt been provided for documentation, it may have resulted in a higher rating.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

Data Quality Control Programs for the Vehicle Data System

138. Is the vehicle system data processed in real-time?

Partially Meets Advisory Ideal

With their new DRIVES, the State vehicle system processes registrations and titles in a real-time environment. If a discrepancy on a VIN or license plate number is identified during entry, it is corrected immediately. If a record already in the system is identified with an error, how that record is corrected was not indicated. Additional information regarding this process would have improved this rating.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

139. Are there automated edit checks and validation rules to ensure that entered data falls within a range of acceptable values and is logically consistent among data elements?

Does Not Meet Advisory Ideal

The State performs automated edit checks and validation procedures during data entry. However, the State did not provide suggested evidence. An excerpt from the relevant documentation or a narrative with details related to these edit checks and validation procedures would have improved this rating.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

140. Are statewide vehicle system staff able to amend obvious errors and omissions for quality control purposes?

Meets Advisory Ideal

The State has established protocol to grant authority to the highest level staff like managers to amend obvious errors and omissions.

Change Notes: Rating Unchanged.

141. ***Are there timeliness performance measures tailored to the needs of data managers and data users?***

Partially Meets Advisory Ideal

The State uses visual display boards that provide information on the customer call wait times and it includes information on the established wait time goals. However, this information does not represent the timeliness performance measure of the vehicle data system, as specified in the Advisory.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

142. ***Are there accuracy performance measures tailored to the needs of data managers and data users?***

Partially Meets Advisory Ideal

The State has established accuracy performance measures tailored to the needs of data managers and data users. Although the State provided some documentation indicating the existence of such measures, it is not clear which specific information in this documentation relates to accuracy performance measures. Clarifying such details could have improved this rating.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

143. ***Are there completeness performance measures tailored to the needs of data managers and data users?***

Partially Meets Advisory Ideal

The State has established completeness performance measures tailored to the needs of data managers and data users. Although the State provided some documentation indicating the existence of certain performance measures, it is not clear which specific information in this documentation relates to completeness performance measures. Clarifying this information could have improved this rating.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

144. ***Are there uniformity performance measures tailored to the needs of data managers and data users?***

Partially Meets Advisory Ideal

The State has established uniformity performance measures tailored to the needs of data managers and data users. Although the State provided some documentation indicating the existence of certain performance measures, it is not clear which specific information in this documentation relates to uniformity performance measures. Clarifying this information could have improved this rating.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

145. ***Are there integration performance measures tailored to the needs of data managers and data users?***

Partially Meets Advisory Ideal

The State has established integration performance measures tailored to the needs of data managers and data users. Although the State provided some documentation indicating the existence of certain performance measures, it is not clear which specific information in this documentation relates to integration performance measures. Clarifying this information would have improved this rating.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

146. ***Are there accessibility performance measures tailored to the needs of data managers and data users?***

Partially Meets Advisory Ideal

The State has established accessibility performance measures tailored to the needs of data managers and data users. Although the State provided some documentation indicating the existence of certain performance measures, it is not clear which specific information in this documentation relates to accessibility performance measures. Clarifying this information could have improved this rating.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

147. ***Has the State established numeric goals-performance metrics-for each performance measure?***

Partially Meets Advisory Ideal

The State has established numeric goals-performance metrics-for each performance measure and that would be true for those items (customer wait times, customer service time, inventory, auditing, and IRP web usage) listed in the attached Performance Plan, but there were no DRIVES specific vehicle records system numeric goals-performance metrics-for each measures provided to assess.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

148. ***Is the detection of high frequency errors used to generate updates to training content and data collection manuals, update the validation rules, and prompt form revisions?***

Partially Meets Advisory Ideal

The State has monthly tracking of high frequency errors and that information is communicated via monthly newsletters and is used to update and enhance training. However, the State needs to verify if high frequency errors are used to update data collection manuals, update data validation rules, and prompt form revisions.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

149. ***Are sample-based audits conducted for vehicle reports and related database contents for that record?***

Does Not Meet Advisory Ideal

Colorado does not conduct sample-based audits for vehicle reports and related database contents.

Change Notes: Rating Unchanged.

150. ***Are periodic comparative and trend analyses used to identify unexplained differences in the data across years and jurisdictions within the State?***

Partially Meets Advisory Ideal

The Department of Revenue has a research and analysis department that compiles statistical data throughout the State of Colorado to report comparative and trend analysis. Had some samples of vehicle records system statistical trend analysis and the frequency of these reports been provided, a higher rating could have been awarded.

Change Notes: Rating Unchanged.

151. ***Is data quality feedback from key users regularly communicated to data collectors and data managers?***

Meets Advisory Ideal

The State identified multiple committees, involving local government officials using the DRIVES, with committees providing an opportunity for monitoring and feedback of the vehicle system available to ensure data quality. The State has established the DRIVES Governance Committee that plays a critical role in this process as well as in establishing best practices, system standards, and training protocol for the DRIVES system.

Change Notes: Rating Unchanged.

152. ***Are data quality management reports provided to the TRCC for regular review?***

Does Not Meet Advisory Ideal

The State does not provide any data quality management reports to the TRCC for regular review. An opportunity exists for the State to engage this regular activity to benefit the entire Colorado traffic records system while, at the same time, gaining the support of other traffic records agencies in assisting with ongoing upgrades to the vehicle records system.

Change Notes: Rating Unchanged.

Description and Contents of the Roadway Data System

153. ***Are all public roadways within the State located using a compatible location referencing system?***

Meets Advisory Ideal

The Colorado Department of Transportation (CDOT) is involved in a project to provide a compatible location referencing system for all State public roads. This project is compatible with the FHWA system called the All Road Network of Linear Referenced Data (ARNOLD). It appears the

State has successfully put in place a system to allow mapping compatibilities for all public roads using this project. This is a major accomplishment which is recognized as a best practice. The network is used for the annual HPMS reporting. Roadway data for all public roads and traffic data for the federal-aid system can be located along the new All Roads LRS. A map of all State public roads was provided to support the suggested evidence. Based on the single response from CDOT, it appears CDOT continues to use the legacy locating system to locate crash data, integrate roadway data with crash data on State maintained roadways only. The legacy system is also used to reference most discrete roadway data. The State is encouraged to give the All roads LRS project high priority in order to support traffic safety analytics on all public roads.

Change Notes: Rating Unchanged.

154. Are the collected roadway and traffic data elements located using a compatible location referencing system (e.g., LRS, GIS)?

Partially Meets Advisory Ideal

Currently the roadway and traffic data elements are located using CDOT's legacy LRM and not the new all public roads network. The State can translate between the two different systems. The State is in the process of moving other business areas to the All Roads LRM which will allow integration of location data across different systems. The State is encouraged to expedite this project in order to support statewide safety analysis on all public roads. The State did provide a sample map, demonstrating the capability to map/locate traffic count stations.

Change Notes: Rating Unchanged.

155. Is there an enterprise roadway information system containing roadway and traffic data elements for all public roads?

Partially Meets Advisory Ideal

At this time, the All Roads Network (ARNOLD) has been developed for the HPMS submittal, but is not available for all CDOT business areas. Further, crash data has not yet been incorporated into the new All Roads LRS for all public roads. CDOT is moving towards using only the All Roads LRM organization wide. This will allow crash data to be spatially referenced on all public roads within the State as well as allowing system integration to automate location data sharing. Staff is currently working with the Bridge systems to create APIs and REST Services to automate integration of LRM location information with the Bridge inventory data. Similar processes will be used to automate integration with Traffic Safety crash data. The ability to integrate crash data is a critical component of a statewide enterprise roadway information system, as stated earlier, the State is encouraged to expedite the ability to support this functionality.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

156. Does the State have the ability to identify crash locations using a referencing system compatible with the one(s) used for roadways?

Partially Meets Advisory Ideal

Colorado has the ability to identify crash locations using the legacy referencing system on State maintained roadways which supports robust safety analysis on that system. It is still in the process of moving that ability to the All Roads Network (ARNOLD) which will support similar analytical

processes on all State public roads. The State provided a sample map identifying crash locations for State maintained roadways.

Change Notes: Rating Unchanged.

157. Is crash data incorporated into the enterprise roadway information system for safety analysis and management use?

Partially Meets Advisory Ideal

Crash data is still integrated into the CDOT GIS enterprise roadway information system (State maintained roads) through a manual process. Crash/Roadway data is then used for project and program prioritization extensively. Safety analysis is required for all construction projects. The data drives the State Highway Safety Plan (SHSP).

Change Notes: Rating Unchanged.

Applicable Guidelines for the Roadway Data System

158. Are all the MIRE Fundamental Data Elements collected for all public roads?

Partially Meets Advisory Ideal

All MIRE FDEs are collected for State maintained roads and some FDEs are collected on the Off-State system roads. The State response included the Off-State system FDEs collected and the roadway types they are collected on.

Change Notes: Rating Unchanged.

159. Do all additional collected data elements for any public roads conform to the data elements included in MIRE?

Partially Meets Advisory Ideal

Many MIRE data elements beyond the FDEs are collected on State maintained roads. Only the FDEs are collected on some Off-System roads. CDOT has done a comparison of MIRE data elements to the existing elements already in their State system. Colorado is encouraged to map those elements to MIRE and include them in their documentation (data dictionary) which would allow the State to show acceptance and further conformance to the MIRE Guide.

Change Notes: Rating Unchanged.

Data Dictionary for the Roadway Data System

160. Are all the MIRE Fundamental Data Elements for all public roads documented in the enterprise system's data dictionary?

Does Not Meet Advisory Ideal

The collected MIRE elements are included in the data dictionary, however they are not specifically identified as MIRE elements. CDOT plans a process of updating the data dictionary to include a

MIRE element Y/N designation to the roadway characteristics definitions.

Change Notes: Rating Unchanged.

161. Are all additional (non-Fundamental Data Element) MIRE data elements for all public roads documented in the data dictionary?

Does Not Meet Advisory Ideal

The State does not have a detailed data dictionary that identifies all data elements as MIRE elements. Again, As the State improves their enterprise roadway system documentation, they might consider identifying the data elements that are MIRE FDEs and any additional MIRE data elements beyond the FDEs.

Change Notes: Rating Unchanged.

162. Does local, municipal, or tribal (where applicable) roadway data comply with the data dictionary?

Partially Meets Advisory Ideal

The State does not have a detailed data dictionary for the roadway system, but local data sources do utilize the State data schema for their roadway data.

Change Notes: Rating Unchanged.

163. Is there guidance on how and when to update the data dictionary?

Does Not Meet Advisory Ideal

CDOT does not maintain a detailed roadway system data dictionary or guidance on how and when to update the data dictionary. As the State makes progress on the ARNOLD project it is encouraged to improve the roadway enterprise system's documentation to include a comprehensive roadway system data dictionary and the controls and procedures that ensure the data dictionary is kept up-to-date.

Change Notes: Rating Unchanged.

Procedures and Process Flows for the Roadway Data System

164. Are the steps for incorporating new elements into the roadway information system (e.g., a new MIRE element) documented to show the flow of information?

Partially Meets Advisory Ideal

Colorado does not have a formal process for incorporating new elements into the roadway information system. If a need is identified, the Data Management Unit would meet and discuss the add/change with other potentially affected units to identify any problems that could arise. They then would request the change to the database through Colorado Office of Information Technology (OIT), OIT would then conduct a change risk assessment to assess any potential impacts on other applications and systems. If the risk is low, OIT would then initiate the change.

Change Notes: Rating Unchanged.

165. ***Are the steps for updating roadway information documented to show the flow of information?***

Meets Advisory Ideal

The State provided the documented workflows for both on-system and off-system data additions to their system.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

166. ***Are the steps for archiving and accessing historical roadway inventory documented?***

Does Not Meet Advisory Ideal

The State is not aware of any formal documentation for archiving and accessing historical roadway data.

Change Notes: Rating Unchanged.

167. ***Are the procedures used to collect, manage, and submit local agency roadway data (e.g., county, MPO, municipality, tribal) to the statewide inventory documented?***

Partially Meets Advisory Ideal

No requirements exist for the local jurisdictions on the collection or management of roadway data. However, the CDOT GIS Section maintains the HUTF WebHUT Application to enable updating of the local road inventory database by local government staff via the internet. By using this program to enter updates, local staff can avoid "marking up" database printouts with changes, and filling out "System Change Reports" for additions to their road system. The State is encouraged to develop a representative group of local and State roadway system safety stakeholders to develop the procedures used to collect, manage, and submit local agency roadway data to the enterprise roadway system under the oversight and support of the Colorado STRAC.

Change Notes: Rating Unchanged.

168. ***Are procedures for collecting and managing the local agency (to include tribal, where applicable) roadway data compatible with the State's enterprise roadway inventory?***

Meets Advisory Ideal

The local jurisdictions are required to submit their roadway data in a schema that is compatible with CDOT's roadway inventory. The schema and the submittal process is controlled through the use of the WebHUT application.

Change Notes: Rating Unchanged.

169. ***Are there guidelines for collection of data elements as they are described in the State roadway inventory data dictionary?***

Partially Meets Advisory Ideal

Colorado has a number of guidelines for the collection of roadway information data elements. Since the State does not have a detailed data dictionary for safety roadway data, the State is encouraged to create a data dictionary for the data elements currently being used to support safety analysis possibly

using MIRE as a guide. Once the safety roadway inventory is in place then formal guidelines for collection and management of the required data elements could be developed.

Change Notes: Rating Unchanged.

Intrastate Roadway System Interface

170. Are the location coding methodologies for all State roadway information systems compatible?

Does Not Meet Advisory Ideal

Currently CDOT has at least two location coding methodologies for all State roadway information systems. These systems are not directly compatible without considerable manual effort. Colorado DOT management has issued a directive that mandates all business systems must use and be able to relate to the CDOT Unified LRS. However, the CDOT Unified LRS is for State-maintained roadways only and is landmark-based which is not compliant with the LRS developed for all public roads which is length-based and meets MAP-21 requirements. The CDOT roadway management system project will be complete in the near future and at that time all LRS editing will take place in the new system. Unfortunately, it is anticipated that the legacy system will be supported for a period of time and translations will need to take place between the two systems until the new system can be fully implemented.

Change Notes: Rating Unchanged.

171. Are there interface linkages connecting the State's discrete roadway information systems?

Does Not Meet Advisory Ideal

While the State does not currently have interface linkages between different systems, it appears that there are several ongoing initiatives to connect systems in the future. The State is encouraged to make the interface linkages connecting the State's discrete roadway information systems a priority whenever possible.

Change Notes: Rating Unchanged.

172. Are the location coding methodologies for all regional, local, and tribal roadway systems compatible?

Does Not Meet Advisory Ideal

Colorado DOT has two LRS systems in place currently. One for State-maintained roadways and a separate one that covers all public roadways. The two CDOT linear referencing systems are not compatible; however, data can be translated between the two systems. In addition, several regional or municipal entities may have their own LRS that may or may not be compliant with the two Colorado DOT linear referencing systems.

Change Notes: Rating Unchanged.

173. ***Do roadway data systems maintained by regional and local custodians (e.g., MPOs, municipalities, and federally recognized Indian Tribes) interface with the State enterprise roadway information system?***

Does Not Meet Advisory Ideal

Roadway data systems maintained by local custodians can submit data to the Colorado DOT enterprise roadway information system. This is achieved through the CDOT web application WebHUT. However, local custodians of data systems cannot truly interface with the CDOT systems, and there is not a high degree of interoperability in place mostly due to the lack of compatible location methodologies for local and State roads. As the ARNOLD project progresses and compatible location methodologies are implemented the processes should support improved interfaces with local and CDOT roadway systems.

Change Notes: Rating Unchanged.

174. ***Does the State enterprise roadway information system allow MPOs and local transportation agencies (to include federally recognized Tribes, where applicable) on-demand access to data?***

Meets Advisory Ideal

CDOT has a public-facing web portal, the Online Transportation Information System (OTIS). This site appears to be a robust GIS-based portal that allows the public and local governments to access a variety of roadway and other information. Local governments are also able to download any of the data from CDOT and incorporate it into their own systems if they choose.

Change Notes: Rating Unchanged.

Data Quality Control Programs for the Roadway Data System

175. ***Do Roadway system data managers regularly produce and analyze data quality reports?***

Partially Meets Advisory Ideal

The State has indicated that data quality reports are produced but not on a regular basis. The State is encouraged to develop processes to produce and analyze data quality reports as well as sharing the results with the Colorado STRAC.

Change Notes: Rating Unchanged.

176. ***Is there a formal program of error/edit checking for data entered into the statewide roadway data system?***

Meets Advisory Ideal

Specific tools are in place that perform data review. Some of the items checked for are missing attribution, values out of range, mismatched values (i.e. value indicates no median, but there is a median width of 20 ft recorded), missing segments, missing records, incorrect chainage of LRS are just a few.

Change Notes: Rating Improved.
From ‘Partially Meets Advisory Ideal’ to ‘Meets Advisory Ideal’.

177. ***Are there procedures for prioritizing and addressing detected errors?***

Partially Meets Advisory Ideal

When errors are reported after a validation run those validation errors are corrected before any additional work is completed. The validations are run, corrected and run again until no more errors are reported. Prioritizing errors is done on a job by job basis. If time is limited there may be some edits that must take a priority and be completed while others may be less important and not require immediate attention.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

178. ***Are there procedures for sharing quality control information with data collectors through individual and agency-level feedback and training?***

Partially Meets Advisory Ideal

While the State has described their procedure for providing feedback to data units, they have indicated that formal procedures are not documented. Additionally, the State did not provide any information regarding training as a result of the quality control process.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

179. ***Are there timeliness performance measures tailored to the needs of data managers and data users?***

Does Not Meet Advisory Ideal

It was reported that timeliness performance measures are not in place because State and federal mandates control when data should be available. An example timeliness measure from the Model Performance Measures for State Traffic Records Systems is, "The median or mean number of days from (a) roadway project completion to (b) the date the updated critical data elements are entered into the roadway inventory file". The State might consider establishing such a performance measure, monitoring progress, and reporting the results to roadway system stakeholders.

Change Notes: Rating Unchanged.

180. ***Are there accuracy performance measures tailored to the needs of data managers and data users?***

Does Not Meet Advisory Ideal

Colorado has not established accuracy performance measures. CDOT reported accuracy is based on our validation run and ensuring that we do not have any spatial or tabular validation errors in the data. Colorado might consider referring to NHTSA's Model Performance Measures for Traffic Records document to see if reported errors from the validation runs could be incorporated into accuracy performance measures.

Change Notes: Rating Unchanged.

181. ***Are there completeness performance measures tailored to the needs of data managers and data users?***

Does Not Meet Advisory Ideal

The State indicated they do not have completeness performance measures.

Change Notes: Rating Unchanged.

182. ***Are there uniformity performance measures tailored to the needs of data managers and data users?***

Does Not Meet Advisory Ideal

Colorado reported they have not established formal uniformity performance measures for their roadway data.

Change Notes: Rating Unchanged.

183. ***Are there accessibility performance measures tailored to the needs of data managers and data users?***

Does Not Meet Advisory Ideal

Colorado reported they have not established formal accessibility performance measures for their roadway data. The State might consider developing accessibility performance measure from their OTIS system.

Change Notes: Rating Unchanged.

184. ***Are there integration performance measures tailored to the needs of data managers and data users?***

Does Not Meet Advisory Ideal

Colorado reported they have not established formal integration performance measures for their roadway data. The State might consider creating integration performance measures as part of the ARNOLD project implementation and the discrete roadway information data sets are integrated.

Change Notes: Rating Unchanged.

185. ***Has the State established numeric goals-performance metrics-for each performance measure?***

Does Not Meet Advisory Ideal

Colorado has not established numeric goals-performance metrics for their roadway data.

Change Notes: New Question.

186. ***Are data quality management reports provided to the TRCC for regular review?***

Does Not Meet Advisory Ideal

Colorado does not provide roadway data quality management reports to the TRCC for regular review.

Change Notes: New Question.

Description and Contents of the Citation and Adjudication Data Systems

187. ***Is citation and adjudication data used for the prosecution of offenders; adjudication of cases; traffic safety analysis to identify problem locations, problem drivers, and issues related to the issuance of citations; and for traffic safety program planning purposes?***

Partially Meets Advisory Ideal

The Colorado State Police use citation data as part of the traffic safety analysis to identify problem locations for enforcement purposes to reduce fatal and injury crashes. It is unclear from the response how this data is used. Although the Colorado Judicial Branch does not use the data for prosecution as it is not their role, perhaps the information can be obtained through the State or District Attorney's Office. For example, is a defendant's citation/adjudication history available to prosecutors when disposing of the instant case. A response re: Traffic Safety Program Planning is missing. There may be other respondents who would be able to answer that aspect of the question for the State.

Change Notes: Rating Unchanged.

188. ***Is there a statewide authority that assigns unique citation numbers?***

Does Not Meet Advisory Ideal

In Colorado, each law enforcement agency assigns citations unique numbers. The State does not have a statewide authority that assigns unique citation numbers.

Change Notes: Rating Unchanged.

189. ***Are all citation dispositions-both within and outside the judicial branch-tracked by a statewide citation tracking system?***

Partially Meets Advisory Ideal

The Colorado Department of Motor Vehicles maintains the statewide citation tracking system within a system referred to as DRIVES. The Colorado Judicial Branch sends all dispositions on cases adjudicated within judicial to the department of motor vehicles, with municipal courts reporting convictions only.

Change Notes: Rating Unchanged.

190. ***Are final dispositions (up to and including the resolution of any appeals) posted to the driver data system?***

Partially Meets Advisory Ideal

The judiciary sends citation dispositions to the Department of Motor Vehicles daily by SFTP. Some local courts may also send paper records to DMV. Records sent electronically are also electronically

posted to the driver record, except for errors. Those submitted on paper are entered manually. The percentage of each was not provided.

Change Notes: Rating Improved.
From ‘Does Not Meet Advisory Ideal’ to ‘Partially Meets Advisory Ideal’.

191. ***Are the courts' case management systems interoperable among all jurisdictions within the State (including tribal, local, municipal, and State)?***

Partially Meets Advisory Ideal

While 63 of 64 county courts are reported to use the State's case management system, most municipal courts do not and the systems are seemingly not interoperable.

Change Notes: Rating Unchanged.

192. ***Is there a statewide system that provides real-time information on individuals' driving and criminal histories?***

Meets Advisory Ideal

The Colorado Bureau of Investigation provides real-time information on an individual's criminal history to law enforcement. The Colorado Department of Motor Vehicles is housed within the Colorado Department of Revenue and provides real-time information on driving histories to law enforcement.

Change Notes: Rating Unchanged.

193. ***Do all law enforcement agencies, parole agencies, probation agencies, and courts within the State participate in and have access to a system providing real-time information on individuals driving and criminal histories?***

Partially Meets Advisory Ideal

Driver histories are available through real-time access to the Department of Motor Vehicles' DRIVES system. Criminal histories are available through CBI's CCIC system. There does not appear to be a single access system for these records. Background checks are required for access to each system. Law enforcement did not respond to this question and it is not clear if all law enforcement officers have access to DRIVES and CCIC from their cars or whether they go through dispatch or some other mechanism.

Change Notes: Rating Changed.
From ‘Meets Advisory Ideal’ to ‘Partially Meets Advisory Ideal’.

Applicable Guidelines and Participation in National Data Exchange Systems for the Citation and Adjudication Systems

194. ***Are DUI convictions and traffic-related felonies reported according to Uniform Crime Reporting (UCR) guidelines?***

Meets Advisory Ideal

The Colorado State Police and all other law enforcement agencies submit DUI and other traffic felonies originating with their agency to the Colorado Bureau of Investigation; the data collected by CSP complies with the data requirements. The CBI submits these to the FBI according to the guidelines.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

195. Do the appropriate portions of the citation and adjudication systems adhere to the NIEM Justice domain guidelines?

Partially Meets Advisory Ideal

Some portions of the citation and adjudication systems are NIEM compliant. NIEM standards are in place for CICJIS connections. CICJIS is the data hub for criminal cases which transfers information to other criminal justice agencies.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

196. Does the State use any National Center for State Courts (NCSC) guidelines for court records?

Meets Advisory Ideal

The State utilizes the National Center for State Courts Courtool Guidelines for court records.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

Data Dictionary for the Citation and Adjudication Data Systems

197. Does the statewide citation tracking system have a data dictionary?

Does Not Meet Advisory Ideal

The State did not provide a data dictionary for the citation tracking system. The State considers its driver system its citation tracking system, and indicated that a data dictionary is contained within DRIVES. However, the attachment provided by the State is a list of citations authorized by regulation, which is not a data dictionary. Please see the Traffic Records Assessment Advisory for a description of a data dictionary.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

198. Do the courts' case management system data dictionaries provide a definition for each data field?

Does Not Meet Advisory Ideal

The State's court system includes a data base of all meta data. This documentation was not provided. The screen shot provided from the courts case management system is insufficient as a data dictionary. A data dictionary includes a description of each field, acceptable values, an indication if

a field is required or not, length of field, expected format, and dependencies or linkages to other data sources, for example.

Change Notes: Rating Unchanged.

199. ***Do the citation data dictionaries clearly define all data fields?***

Does Not Meet Advisory Ideal

The documentation provided appears to be the data fields that are transmitted by the courts to the DMV daily. Although this has some components common in a data dictionary, the two things are different. Please see the Traffic Records Assessment Advisory for more information on data dictionaries.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

200. ***Do the courts' case management system data dictionaries clearly define all data fields?***

Does Not Meet Advisory Ideal

The documentation provided in previous responses are not data dictionaries for the courts case management system. No additional documentation was provided for this question, and the State indicates they cannot share because of strict policies.

Change Notes: Rating Unchanged.

201. ***Are the citation system data dictionaries up-to-date and consistent with the field data collection manual, training materials, coding manuals, and corresponding reports?***

Does Not Meet Advisory Ideal

The State indicates its citation system (DRIVES) data dictionary is updated as changes are made in DRIVES, which is at least annually. A narrative or documentation explaining how and when associated training or procedures manuals are updated to comport with the data dictionary changes was not provided. The emphasis of this question is on the consistency between the data fields and the manuals and training of those collecting the data.

Change Notes: Rating Changed.
From 'Partially Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

202. ***Do the citation data dictionaries indicate the data fields that are populated through interfaces with other traffic records system components?***

Does Not Meet Advisory Ideal

The State citation data dictionaries do not indicate the data fields populated through interfaces with other traffic records system components; however the file will indicate if the case was transmitted electronically.

Change Notes: Rating Unchanged.

203. ***Do the courts' case management system data dictionaries indicate the data fields populated through interface linkages with other traffic records system components?***

Does Not Meet Advisory Ideal

The State maintains that it cannot release court data dictionary details. The documentation provided in previous questions does not indicate which data fields for the courts case management system are populated through interfaces with other data sources. It appears that the documentation provided is the agreement of data fields submitted in its daily transmission from the courts to the DMV. This is not a data dictionary, nor is this data transfer the same as linking data sources. Data linkages might be, for example, if the court staff entered a driver license number in the case management system and that number is then used to link to the driver record system maintained by DMV and pulls back the associated name, address, or even simply validates that the data entered by the courts matches that of the driver system.

Change Notes: Rating Unchanged.

Procedures and Process Flows for the Citation and Adjudication Data Systems

204. ***Does the State track citations from point of issuance to posting on the driver file?***

Partially Meets Advisory Ideal

The State does not have a single citation tracking system from point of issuance, as each law enforcement agency manages its own citations. Once citations are submitted to the courts, they are tracked through to adjudication (by the court) and posting on the driver record (by the DMV). Please consider providing a flow chart showing transmittal and indicating whether any citations are electronically issued and if citation data is electronically submitted to the court by the law enforcement agencies or manually submitted via paper citations.

Change Notes: Rating Improved.
From ‘Does Not Meet Advisory Ideal’ to ‘Partially Meets Advisory Ideal’.

205. ***Does the State distinguish between the administrative handling of court payments in lieu of court appearances (mail-ins) and court appearances?***

Meets Advisory Ideal

The State distinguishes between the administrative handling of court payments in lieu of court appearances (mail-ins) and court appearances.

Change Notes: Rating Improved.
From ‘Partially Meets Advisory Ideal’ to ‘Meets Advisory Ideal’.

206. ***Does the State have a system for tracking administrative driver penalties and sanctions?***

Meets Advisory Ideal

The State's DMV records and tracks administrative sanctions through DRIVES. The Driver License System calculates administrative sanctions each night based on new citation or conviction data that would trigger an administrative sanction.

Change Notes: Rating Unchanged.

207. ***Does the State track the number and types of traffic citations for juvenile offenders?***

Partially Meets Advisory Ideal

The court does not track citations based on age, although the court's case management system is capable of generating this information.

Change Notes: Rating Unchanged.

208. ***Are deferrals and dismissals tracked by the court case management systems or on the driver history record (DHR) to insure subsequent repeat offenses are not viewed as first offenses?***

Partially Meets Advisory Ideal

Deferrals and dismissals are tracked by the court case management systems but not always on the driver history record (DHR). Dismissed citations and successful deferrals are not sent to the Department of Motor Vehicles.

Change Notes: Rating Unchanged.

209. ***Are there State and/or local criteria for deferring or dismissing traffic citations and charges?***

Does Not Meet Advisory Ideal

The State did not articulate any State and/or local criteria for deferring or dismissing traffic citations and charges.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

210. ***Are the processes for retaining, archiving or purging citation records defined and documented?***

Partially Meets Advisory Ideal

The courts maintain electronic case files permanently and have a documented records retention schedule for paper files. DOR states that citation records are kept 41 days before being destroyed or returned to the court. DOR's response did not appear to consider electronic records retention - when citations are entered on the driving record, it is not clear if they are permanently retained or purged based on certain criteria.

Change Notes: Rating Unchanged.

211. ***Are there security protocols governing data access, modification, and release in the adjudication system?***

Meets Advisory Ideal

The State has documented security protocols governing data access, modification, and release in the adjudication system.

Change Notes: Rating Unchanged.

212. ***Does the State have an impaired driving data tracking system that uses some or all the data elements or guidelines of NHTSA's Model Impaired Driving Records Information System (MIDRIS), which provides a central point of access for DUI Driver information from the time of the stop/arrest through adjudication, sanctions, rehabilitation, prosecution and posting to the driver history file?***

Does Not Meet Advisory Ideal

While the Department of Revenue indicates that there is tracking of administrative actions, the narrative does not explain how that is done, what the data components include, or whether criminal DUI charges and convictions are tracked.

Change Notes: Rating Unchanged.

213. ***Does the DUI tracking system include BAC and any drug testing results?***

Does Not Meet Advisory Ideal

The Department of Revenue collects BAC, although no evidence of that collection was provided. DOR states that drugs are not captured in its system. Again, it is not explained what system tracks this information for DOR.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

Citation and Adjudication Systems Interface with Other Components

214. ***Does the citation system interface with the driver system to collect driver information to help determine the applicable charges?***

Partially Meets Advisory Ideal

The State considers DRIVES its citation tracking system as well as its driver license system. Based on previous responses, DRIVES runs nightly jobs to identify new citation or adjudication data that might trigger administrative sanctions, including points. No documentation was provided.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

215. ***Does the citation system interface with the vehicle system to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock)?***

Partially Meets Advisory Ideal

The State's DRIVES system includes citation, driver, and vehicle data. Based on previous responses, one could infer that the vehicle information is used in nightly processes to apply interlock and other vehicle sanctions based on new citation or adjudication data. This is not clearly explained, however, nor is documentation attached.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

216. ***Does the citation system interface with the crash system to document violations and charges related to the crash?***

Partially Meets Advisory Ideal

Crash data is also contained within DRIVES.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

217. ***Does the adjudication system interface with the driver system to post dispositions to the driver file?***

Meets Advisory Ideal

Based on previous responses, the courts do transmit dispositions to the DMV daily by SFTP. This electronic data is posted electronically to the driver record, and errors are returned to the court electronically for correction.

Change Notes: New Question.

218. ***Does the adjudication system interface with the vehicle system to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock mandates, and supervision)?***

Does Not Meet Advisory Ideal

The adjudication system does not interface with the vehicle system.

Change Notes: Rating Unchanged.

219. ***Does the adjudication system interface with the crash system to document violations and charges related to the crash?***

Partially Meets Advisory Ideal

The court's case management system interfaces with DRIVES, which contains the crash system. According to DOR, various applications within the system indicate crash data. The court transmits files to DOR nightly and those files update DRIVES. Although it is not fully explained, it appears that nightly batch jobs may also update crash data.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

Quality Control Programs for the Citation and Adjudication Systems

220. ***Are there timeliness performance measures tailored to the needs of citation systems managers and data users?***

Does Not Meet Advisory Ideal

The State did not articulate any timeliness performance measures tailored to the needs of citation systems managers and data users, although the response indicates performance metrics and goals

exist.

Change Notes: Rating Unchanged.

221. ***Are there accuracy performance measures tailored to the needs of citation systems managers and data users?***

Does Not Meet Advisory Ideal

The State did not provide a performance measure. An example performance measure for citation timeliness might be the duration between the date of citation issuance and the date of receipt of the citation by the court. It appears that this is type of measures is contemplated in the State's Traffic Records Strategic Plan.

Change Notes: Rating Unchanged.

222. ***Are there completeness performance measures tailored to the needs of citation systems managers and data users?***

Does Not Meet Advisory Ideal

The State did not articulate a completeness performance measure.

Change Notes: Rating Unchanged.

223. ***Are there uniformity performance measures tailored to the needs of citation systems managers and data users?***

Does Not Meet Advisory Ideal

The State did not provide a performance measure. An example performance measure for citation uniformity might be whether all required data fields are included for all citations provided to the court or Department of Revenue, or whether certain data fields, regardless of issuing agency, contain a valid set of responses.

Change Notes: Rating Unchanged.

224. ***Are there integration performance measures tailored to the needs of citation systems managers and data users?***

Does Not Meet Advisory Ideal

The State did not provide a performance measure. A citation integration performance measure might include a reference to the collection of data from original data sources, for example, the number or percentage of citations where driver license information is imported directly from the driver record/license.

Change Notes: Rating Unchanged.

225. ***Are there accessibility performance measures tailored to the needs of citation systems managers and data users?***

Does Not Meet Advisory Ideal

The State did not articulate an accessibility performance measure.

Change Notes: Rating Unchanged.

226. ***Has the State established numeric goals-performance metrics-for each citation system performance measure?***

Does Not Meet Advisory Ideal

The State did not provide the specific, State-determined numeric goals associated with each performance measure in use. The respondent may have misinterpreted this question. Please note that this question references targets or metrics specific to established system performance measures.

Change Notes: New Question.

227. ***Are there timeliness performance measures tailored to the needs of adjudication systems managers and data users?***

Partially Meets Advisory Ideal

The Judicial Branch uses Courtools Time to Disposition standards to measure our data is within the timeliness standards suggested by the National Center for State Courts. Statute (18-1-405) provides that a trial must be held within 6 months of the entry of a not guilty plea by the defendant. The most current baseline and actual values were not provided.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

228. ***Are there accuracy performance measures tailored to the needs of adjudication systems managers and data users?***

Does Not Meet Advisory Ideal

The State did not articulate an accuracy performance measure tailored to the needs of adjudication systems managers and data users, although the response indicates these performance measures exist. There appears to be a fairly robust system in place to audit the records therefore it would appear a performance measure in accuracy could be developed and tracked relatively easily.

Change Notes: Rating Changed.
From 'Partially Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

229. ***Are there completeness performance measures tailored to the needs of adjudication systems managers and data users?***

Does Not Meet Advisory Ideal

The State did not articulate a completeness performance measure, tailored to the needs of adjudication systems managers and data users, although the response indicates performance measures exist.

Change Notes: Rating Unchanged.

230. ***Are there uniformity performance measures tailored to the needs of adjudication systems managers and data users?***

Does Not Meet Advisory Ideal

The State did not articulate a uniformity performance measure tailored to the needs of adjudication systems managers and data users.

Change Notes: New Question.

231. ***Are there integration performance measures tailored to the needs of adjudication systems managers and data users?***

Does Not Meet Advisory Ideal

The State did not articulate an integration performance measures tailored to the needs of adjudication systems managers and data users.

Change Notes: Rating Changed.
From 'Partially Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

232. ***Are there accessibility performance measures tailored to the needs of adjudication systems managers and data users?***

Does Not Meet Advisory Ideal

The State did not articulate an accessibility performance measure tailored to the needs of adjudication systems managers and data users.

Change Notes: New Question.

233. ***Has the State established numeric goals-performance metrics-for each adjudication system performance measure?***

Does Not Meet Advisory Ideal

The State has not articulated any established numeric goals-performance metrics-for each adjudication system performance measure.

Change Notes: New Question.

234. ***Does the State have performance measures for its DUI Tracking system?***

Does Not Meet Advisory Ideal

The State does not have performance measures for a DUI tracking system. It is not clear if the State has a DUI tracking system.

Change Notes: Rating Unchanged.

235. ***Are sample-based audits conducted periodically for citations and related database content for that record?***

Meets Advisory Ideal

The State performs sample-based audits periodically.

Change Notes: New Question.

236. ***Are data quality management reports provided to the TRCC for regular review?***

Does Not Meet Advisory Ideal

Data quality management reports are not provided to the TRCC for regular review.

Change Notes: New Question.

Injury Surveillance System

237. ***Is there an entity in the State that quantifies the burden of motor vehicle injury using EMS, emergency department, hospital discharge, trauma registry and vital records data?***

Meets Advisory Ideal

The Colorado Department of Public Health and Environment (CDPHE) produces an annual report, called Injury in Colorado, that includes injuries from traffic using emergency department, hospital discharge, and vital records data. The Injury in Colorado report will be updated in the winter of 2019 using 2016-2018 data.

Change Notes: New Question.

238. ***Are there any other statewide databases that are used to quantify the burden of motor vehicle injury?***

Meets Advisory Ideal

The CDPHE's Child Fatality Prevention System uses a combination of vital records data, hospitalization data, EMS reports, coroner reports, child protective services reports, and other source documents. Traffic crashes are a circumstance that is investigated as part of that project.

Change Notes: Rating Unchanged.

239. ***Do the State's privacy laws allow for the use of protected health information to support data analysis activities?***

Meets Advisory Ideal

The CDPHE has the authority to use protected health information for the purpose of public health activities, including data analyses for injury surveillance. CDPHE is defined as a public health authority and as such may use protected health information data for program purposes. Access to other agencies is available with proper Institutional Review Board approval.

Change Notes: New Question.

Emergency Medical Systems (EMS) Description and Contents

240. ***Is there a statewide EMS database?***

Meets Advisory Ideal

All licensed agencies are required to submit patient care reports to the CDPHE Emergency Medical

and Trauma Services (EMTS) branch. That system serves as the statewide EMS database.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

241. ***Does the EMS data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?***

Partially Meets Advisory Ideal

The EMS data tracks the frequency and nature of injuries sustained in motor vehicles crashes through the use of ICD-10 codes. Other than through the use of the Trauma Triage Criteria and pain assessment, severity is not calculated as part of the ePCR.

Change Notes: Rating Unchanged.

242. ***Is the EMS data available for analysis and used to identify problems, evaluate programs, and allocate resources?***

Meets Advisory Ideal

The Regional Emergency Medical and Trauma Advisory Councils regularly use EMS data for problem identification, resource allocation, and program evaluation. EMS data have also been used to support legislative activities such as advocating for a primary seat belt law.

Change Notes: Rating Unchanged.

EMS - Guidelines

243. ***Does the State have a NEMSIS-compliant statewide database?***

Meets Advisory Ideal

The statewide EMS database is NEMSIS-compliant and submissions to the national database are completed by the vendor, ImageTrend.

Change Notes: Rating Unchanged.

EMS – Data Dictionary

244. ***Does the EMS system have a formal data dictionary?***

Meets Advisory Ideal

Colorado requires all NEMSIS elements, with no additional State-specific fields, and uses the national data dictionary.

Change Notes: Rating Unchanged.

EMS – Procedures & Processes

245. ***Is there a single entity that collects and compiles data from the local EMS agencies?***

Meets Advisory Ideal

The EMS reporting system is managed by the Emergency Medical and Trauma Services (EMTS) Branch in the Colorado Department of Public Health and Environment (CDPHE) Health Facilities Emergency Medical Services division.

Change Notes: Rating Unchanged.

246. ***Is aggregate EMS data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?***

Meets Advisory Ideal

Aggregate EMS data are available upon request, which is reviewed internally by the EMTS data manager and CDPHE EMTS Branch staff to ensure all confidentiality requirements are met.

Change Notes: Rating Unchanged.

247. ***Are there procedures in place for the submission of all EMS patient care reports to the Statewide EMS database?***

Meets Advisory Ideal

Only electronic patient care reports are accepted into the State system, either transmitted directly using ImageTrend software or through a third-party vendor upload.

Change Notes: Rating Unchanged.

248. ***Are there procedures for returning data to the reporting EMS agencies for quality assurance and improvement (e.g., correction and resubmission)?***

Partially Meets Advisory Ideal

Errors identified during the submission process are shared with the agency through email feedback reports. On a quarterly basis, quality control reports are provided to the Regional EMS and Trauma Advisory Councils (RETAC) for agency-specific outreach and improvement.

Change Notes: Rating Unchanged.

EMS – Quality Control

249. ***Are there automated edit checks and validation rules to ensure that entered EMS data falls within a range of acceptable values and is logically consistent among data elements?***

Meets Advisory Ideal

Automated checks and validation rules have been documented and are incorporated into the data review process.

Change Notes: Rating Unchanged.

250. ***Are there processes for returning rejected EMS patient care reports to the collecting entity and tracking resubmission to the statewide EMS database?***

Meets Advisory Ideal

The EMTS branch created a weekly report that shows which reports have failed and for what reason. This report is delivered via email to the affected agencies. If necessary, a follow-up call is made to the agency to insure the issue is resolved and the rejected report was properly resubmitted.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

251. ***Are there timeliness performance measures tailored to the needs of EMS system managers and data users?***

Partially Meets Advisory Ideal

Electronic patent care reports are required to be submitted to CDPHE within 60 days of patient contact. A report is generated that tracks the number of hours taken to submit reports to CDPHE. There is no performance measure with a baseline, timeframe, and goal against which the system may be evaluated regularly.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

252. ***Are there accuracy performance measures tailored to the needs of EMS system managers and data users?***

Does Not Meet Advisory Ideal

Quality reports are available, but there is no performance measure with a baseline, timeframe, and goal against which the system may be evaluated regularly.

Change Notes: Rating Unchanged.

253. ***Are there completeness performance measures tailored to the needs of EMS system managers and data users?***

Partially Meets Advisory Ideal

Validity measure reports are produced quarterly, but there is no documented performance measure with a baseline, timeframe, and goal against which the system may be evaluated regularly.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

254. ***Are there uniformity performance measures tailored to the needs of EMS system managers and data users?***

Does Not Meet Advisory Ideal

There were no uniformity measures available to review.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

255. ***Are there integration performance measures tailored to the needs of EMS system managers and data users?***

Does Not Meet Advisory Ideal

Colorado does not have a performance measure related to integration that would allow the State to track their ability to integrate EMS data with other traffic records data systems.

Change Notes: Rating Unchanged.

256. ***Are there accessibility performance measures tailored to the needs of EMS system managers and data users?***

Does Not Meet Advisory Ideal

Colorado does not maintain a performance measure related to the accessibility of EMS data.

Change Notes: Rating Unchanged.

257. ***Has the State established numeric goals-performance metrics-for each EMS system performance measure?***

Partially Meets Advisory Ideal

While not established as performance measures, goals have been set for the State's timeliness, accuracy, and completeness. The inclusion of baseline metrics and periodic updates will allow the State to accurately track the health of data collection systems.

Change Notes: Rating Unchanged.

258. ***Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the EMS system?***

Does Not Meet Advisory Ideal

Quality control reviews are not being conducted on EMS data.

Change Notes: Rating Unchanged.

259. ***Are periodic comparative and trend analyses used to identify unexplained differences in the EMS data across years and agencies?***

Meets Advisory Ideal

Trend analyses are conducted quarterly and shared with the regional coordinators to improve data quality and address any gaps.

Change Notes: Rating Unchanged.

260. ***Is data quality feedback from key users regularly communicated to EMS data collectors and data managers?***

Meets Advisory Ideal

There is a structured feedback loop that the EMTS data team has built using bi-monthly meetings with agencies, data collectors, and software vendors.

Change Notes: Rating Improved.

From ‘Partially Meets Advisory Ideal’ to ‘Meets Advisory Ideal’.

261. ***Are EMS data quality management reports produced regularly and made available to the State TRCC?***

Does Not Meet Advisory Ideal

EMS data quality reports are not regularly provided to the Traffic Records Coordinating Committee.

Change Notes: Rating Unchanged.

Emergency Department - System Description

262. ***Is there a statewide emergency department (ED) database?***

Meets Advisory Ideal

The Colorado Hospital Association (CHA) manages the statewide emergency department data system and the CDPHE subsequently purchases those data.

Change Notes: Rating Unchanged.

263. ***Does the emergency department data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?***

Partially Meets Advisory Ideal

Emergency department data include frequency, principal diagnosis (nature of injury), and the external cause codes as recorded using ICD-10. Severity, in the form of AIS or ISS scores, is not calculated or tracked.

Change Notes: Rating Unchanged.

264. ***Is the emergency department data available for analysis and used to identify problems, evaluate programs, and allocate resources?***

Meets Advisory Ideal

The Violence and Injury Prevention Mental Health Promotion Branch at CDPHE produces an annual report each year that includes emergency department data in addition to data from death and hospitalization records.

Change Notes: Rating Unchanged.

Emergency Department – Data Dictionary

265. ***Does the emergency department dataset have a formal data dictionary?***

Meets Advisory Ideal

The Colorado Hospital Association has developed a data dictionary for the emergency department data system.

Change Notes: Rating Unchanged.

Emergency Department – Procedures & Processes

266. ***Is there a single entity that collects and compiles data on emergency department visits from individual hospitals?***

Meets Advisory Ideal

The Colorado Hospital Association maintains the State's emergency department database.

Change Notes: Rating Unchanged.

267. ***Is aggregate emergency department data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?***

Meets Advisory Ideal

Aggregate data may be obtained through the CDPHE once a request has been submitted and approved.

Change Notes: Rating Unchanged.

Hospital Discharge – System Description

268. ***Is there a statewide hospital discharge database?***

Meets Advisory Ideal

The CHA manages the statewide hospital discharge data system and the CDPHE subsequently purchases those data.

Change Notes: Rating Unchanged.

269. ***Does the hospital discharge data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?***

Partially Meets Advisory Ideal

The State's hospital discharge data are used to track the frequency and nature of injury. However, Abbreviated Injury Scale (AIS) and Injury Severity Scores (ISS) are not calculated.

Change Notes: Rating Unchanged.

270. ***Is the hospital discharge data available for analysis and used to identify problems, evaluate programs, and allocate resources?***

Meets Advisory Ideal

The Violence and Injury Prevention Mental Health Promotion Branch at CDPHE produces an annual report that includes hospital discharge data in addition to data from death and emergency department records. Additionally, the Colorado Problem Identification Report contains hospital discharge data related to motor vehicle injuries.

Change Notes: Rating Unchanged.

Hospital Discharge – Data Dictionary

271. ***Does the hospital discharge dataset have a formal data dictionary?***

Meets Advisory Ideal

The CHA has developed a data dictionary for the hospital discharge data system.

Change Notes: Rating Unchanged.

Hospital Discharge – Procedures & Processes

272. ***Is there a single entity that collects and compiles data on hospital discharges from individual hospitals?***

Meets Advisory Ideal

The CHA maintains the State's hospital discharge database.

Change Notes: Rating Unchanged.

273. ***Is aggregate hospital discharge data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?***

Meets Advisory Ideal

Aggregate data may be obtained through the CDPHE once a request has been submitted and approved.

Change Notes: Rating Unchanged.

Emergency Department and Hospital Discharge – Guidelines

274. ***Are Abbreviated Injury Scale (AIS) and Injury Severity Score (ISS) derived from the State emergency department and hospital discharge data for motor vehicle crash patients?***

Does Not Meet Advisory Ideal

Neither AIS or ISS scores are included in the emergency or hospital discharge data nor are they calculated using the ICD-10 codes contained in each.

Change Notes: Rating Unchanged.

Emergency Department and Hospital Discharge – Procedures & Processes

275. ***Are there procedures for collecting, editing, error-checking, and submitting emergency department and/or hospital discharge data to the statewide repository?***

Meets Advisory Ideal

There are submission procedures and rules established by the Colorado Hospital Association for the hospital discharge system but not the emergency department system.

Change Notes: Rating Unchanged.

Emergency Department and Hospital Discharge – Quality Control

276. ***Are there automated edit checks and validation rules to ensure that entered data falls within a range of acceptable values and is logically consistent among data elements?***

Meets Advisory Ideal

Edit checks and validation rules for the emergency department and hospital discharge data systems have been documented by the CHA.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

277. ***Are there processes for returning rejected emergency department and/or hospital discharge records to the collecting entity and tracking resubmission to the statewide emergency department and hospital discharge databases?***

Meets Advisory Ideal

The Colorado Hospital Association (CHA) has developed processes for returning rejected emergency department and hospital discharge records to hospitals and instructions on how these reports may be resubmitted CHA. The CHA's iCHArt data submission guide describes these processes.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

278. ***Are there timeliness performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?***

Does Not Meet Advisory Ideal

The Colorado Hospital Association did not provide a timeliness performance measure related to the hospital data systems.

Change Notes: Rating Unchanged.

279. ***Are there accuracy performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?***

Does Not Meet Advisory Ideal

Quality reports are available, but there is no accuracy performance measure with a baseline,

timeframe, and goal against which the system may be regularly evaluated.

Change Notes: Rating Unchanged.

280. ***Are there completeness performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?***

Does Not Meet Advisory Ideal

Quality reports are available, but there is no completeness performance measure with a baseline, timeframe, and goal against which the system may be regularly evaluated.

Change Notes: Rating Unchanged.

281. ***Are there uniformity performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?***

Does Not Meet Advisory Ideal

The Colorado Hospital Association did not provide a metric to track uniformity in the State's hospital data systems.

Change Notes: Rating Unchanged.

282. ***Are there integration performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?***

Does Not Meet Advisory Ideal

The Colorado Hospital Association did not provide information related to integration performance measures used for the State's hospital data systems.

Change Notes: Rating Unchanged.

283. ***Are there accessibility performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?***

Does Not Meet Advisory Ideal

The Colorado Hospital Association did not provide information on a performance measure to track the State's accessibility of the hospital data systems.

Change Notes: Rating Unchanged.

284. ***Has the State established numeric goals-performance metrics-for each emergency department and/or hospital discharge database performance measure?***

Does Not Meet Advisory Ideal

Due to the data being managed by a private entity, there are no known data quality performance measures or associated metrics.

Change Notes: Rating Unchanged.

285. ***Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the emergency department and/or hospital discharge databases?***

Meets Advisory Ideal

Quality control reviews are conducted through system management by the CHA and also by the CDPHE as part of special studies. The CHA, CDPHE, and the Colorado Health Information Management Association have combined meetings where data quality issues are discussed.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

286. ***Is data quality feedback from key users regularly communicated to emergency department and/or hospital discharge data collectors and data managers?***

Meets Advisory Ideal

The CDPHE is a key user of the emergency department and hospital discharge data systems and regularly shares data quality feedback with the Colorado Hospital Association. An annual meeting is held to share information, address issues, and conduct analyses using hospital discharge and emergency department data.

Change Notes: Rating Unchanged.

287. ***Are emergency department and/or hospital discharge data quality management reports produced regularly and made available to the State TRCC?***

Does Not Meet Advisory Ideal

Quality reports are regularly created and sent to data submitters and editors, but the information is not shared with the TRCC.

Change Notes: Rating Unchanged.

Trauma Registry – System Description

288. ***Is there a statewide trauma registry database?***

Meets Advisory Ideal

All designated trauma centers are required to submit to the statewide trauma registry housed at the EMTS branch of the CDPHE.

Change Notes: Rating Unchanged.

289. ***Does the trauma registry data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?***

Meets Advisory Ideal

It is possible to track the frequency, nature, and severity of crash-related injuries in the trauma registry.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

290. ***Is the trauma registry data available for analysis and used to identify problems, evaluate programs, and allocate resources?***

Meets Advisory Ideal

Trauma registry data are regularly used to identify problems and allocate resources; Level I and II trauma centers are required to support injury prevention activities. Most notably, the registry is used during trauma designation site reviews.

Change Notes: Rating Unchanged.

Trauma Registry – Guidelines

291. ***Does the State's trauma registry database adhere to the National Trauma Data Standards?***

Meets Advisory Ideal

Colorado's trauma registry database includes NTDS data elements as well as some additional data elements specifically included for the State.

Change Notes: Rating Unchanged.

292. ***Are AIS and ISS derived from the State trauma registry for motor vehicle crash patients?***

Meets Advisory Ideal

All patient records in the trauma registry contain AIS codes and calculated ISS values, which have been used to evaluate traffic crash-related injuries.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

Trauma Registry – Data Dictionary

293. ***Does the trauma registry have a formal data dictionary?***

Meets Advisory Ideal

A comprehensive data dictionary has been developed for the trauma registry in Colorado.

Change Notes: Rating Unchanged.

Trauma Registry – Procedures & Processes

294. ***Is aggregate trauma registry data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?***

Meets Advisory Ideal

Aggregate trauma registry data is available upon request and approval by the CDPHE.

Change Notes: Rating Unchanged.

295. ***Are there procedures for returning trauma data to the reporting trauma center for quality assurance and improvement (e.g., correction and resubmission)?***

Meets Advisory Ideal

Validation reports are shared with submitting facilities weekly and compliance reports provide a monthly summary of any database issues.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

Trauma Registry – Quality Control

296. ***Are there automated edit checks and validation rules to ensure that entered trauma registry data falls within a range of acceptable values and is logically consistent among data elements?***

Meets Advisory Ideal

Validation rules for the trauma registry data have been developed and documented for all users.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

297. ***Are there timeliness performance measures tailored to the needs of trauma registry managers and data users?***

Does Not Meet Advisory Ideal

Quality reports are available, but no performance measures with a baseline, timeframe, and goal have been developed.

Change Notes: Rating Unchanged.

298. ***Are there accuracy performance measures tailored to the needs of trauma registry managers and data users?***

Does Not Meet Advisory Ideal

Quality reports are available, but no performance measures with a baseline, timeframe, and goal have been developed.

Change Notes: Rating Unchanged.

299. ***Are there completeness performance measures tailored to the needs of trauma registry managers and data users?***

Does Not Meet Advisory Ideal

Quality reports are available, but no performance measures with a baseline, timeframe, and goal have been developed.

Change Notes: Rating Unchanged.

300. ***Are there uniformity performance measures tailored to the needs of trauma registry managers and data users?***

Does Not Meet Advisory Ideal

Quality reports are available, but no performance measures with a baseline, timeframe, and goal have been developed.

Change Notes: Rating Unchanged.

301. ***Are there integration performance measures tailored to the needs of trauma registry managers and data users?***

Does Not Meet Advisory Ideal

Quality reports are available, but no performance measures with a baseline, timeframe, and goal have been developed.

Change Notes: Rating Unchanged.

302. ***Are there accessibility performance measures tailored to the needs of trauma registry managers and data users?***

Does Not Meet Advisory Ideal

Quality reports are available, but no performance measures with a baseline, timeframe, and goal have been developed.

Change Notes: Rating Unchanged.

303. ***Has the State established numeric goals-performance metrics-for each trauma registry performance measure?***

Does Not Meet Advisory Ideal

There are several reporting requirements, but no performance measures with a baseline, timeframe, and goal metrics.

Change Notes: Rating Unchanged.

304. ***Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the trauma registry?***

Meets Advisory Ideal

Facility-specific reports including completeness and accuracy feedback are provided weekly.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

305. ***Is data quality feedback from key users regularly communicated to trauma registry data collectors and data managers?***

Meets Advisory Ideal

Quarterly meetings are held with CDPHE and trauma registry personnel to discuss any changes in

the system and data quality issues.

Change Notes: Rating Unchanged.

306. ***Are trauma registry data quality management reports produced regularly and made available to the State TRCC?***

Does Not Meet Advisory Ideal

Data quality management reports are not regularly provided to the TRCC.

Change Notes: Rating Unchanged.

Vital Records – System Description

307. ***Is there a statewide vital records database?***

Meets Advisory Ideal

The Office of the State Registrar of Vital Statistics in the CDPHE maintains the statewide vital records data system.

Change Notes: Rating Unchanged.

308. ***Does the vital records data track the occurrence of motor vehicle fatalities in the State?***

Meets Advisory Ideal

Traffic crash fatalities are tracked in the vital records data system and that information is regularly shared with the Colorado FARS team to improve system accuracy.

Change Notes: Rating Unchanged.

309. ***Is the vital records data available for analysis and used to identify problems, evaluate programs, and allocate resources?***

Meets Advisory Ideal

Aggregate and individual-level, de-identified vital records data are available for analysis. It is also shared with partners for use in the study of motor vehicle fatalities, to develop prevention programs, and identify needed resources. Vital records data were used to support tightening of the State's GDL law in 2004.

Change Notes: Rating Unchanged.

Vital Records – Data Dictionary

310. ***Does the vital records system have a formal data dictionary?***

Meets Advisory Ideal

Although considered proprietary, there is a data dictionary for the Colorado Electronic Death Registration System that is based on the 2003 Revision of the US Standard Certificate of Death.

Change Notes: Rating Unchanged.

Vital Records – Procedures & Processes

311. ***Is aggregate vital records data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?***

Meets Advisory Ideal

Summary aggregate data are available through the Colorado Health Information Dataset and record-level datasets are available upon request and CDPHE approval.

Change Notes: Rating Unchanged.

Vital Records – Quality Control

312. ***Are there automated edit checks and validation rules to ensure that entered vital records data falls within a range of acceptable values and is logically consistent among data elements?***

Meets Advisory Ideal

Edit checks and validation rules are run against data at the point of submission, including the import process for death data received from other States, and also after the records have been processed by the National Center for Health Statistics.

Change Notes: Rating Unchanged.

313. ***Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the vital records?***

Meets Advisory Ideal

As with all States' electronic death reporting systems, Colorado's vital records works closely with the Centers for Disease Control and Prevention to conduct quality reviews of fatality data and to calculate error rates for the State which are compared to national standards.

Change Notes: Rating Improved.
From ‘Does Not Meet Advisory Ideal’ to ‘Meets Advisory Ideal’.

314. ***Are vital records data quality management reports produced regularly and made available to the State TRCC?***

Does Not Meet Advisory Ideal

Data quality reports are not regularly provided to the TRCC, but may be upon request.

Change Notes: Rating Unchanged.

Injury Surveillance Data Interfaces

315. ***Is there an interface among the EMS data and emergency department and hospital discharge data?***

Does Not Meet Advisory Ideal

No interface has been established between the State's EMS and hospital data systems.

Change Notes: Rating Unchanged.

316. ***Is there an interface between the EMS data and the trauma registry data?***

Does Not Meet Advisory Ideal

No interface has been established between the State's EMS and trauma registry data systems.

Change Notes: Rating Unchanged.

Data Use and Integration

317. ***Do behavioral program managers have access to traffic records data and analytic resources for problem identification, priority setting, and program evaluation?***

Meets Advisory Ideal

The Office of Transportation Safety has a statistician in-house to process data for problem identification and other analyses. The Problem ID Report includes data from crash, injury, and roadway files. Limited data from citation, driver, and vehicle files are also available. The crash data are approximately one year old when the reports are available.

Change Notes: Rating Unchanged.

318. ***Does the State have a data governance process?***

Meets Advisory Ideal

The State has developed a data governance framework through its Government Data Advisory Board, which includes representation from several agencies which participate in the TRCC, including CDOT and CDPHE.

Change Notes: Rating Improved.
From ‘Partially Meets Advisory Ideal’ to ‘Meets Advisory Ideal’.

319. ***Does the TRCC promote data integration by aiding in the development of data governance, access, and security policies for integrated data?***

Meets Advisory Ideal

The State provided its State Traffic Records Advisory Committee (STRAC) Strategic Plan 2016-2019. Strategy 4 of the strategic plan demonstrates its commitment to developing the functional and technical data models to integrate crash, injury surveillance, citation and roadway databases.

Change Notes: Rating Improved.

From ‘Partially Meets Advisory Ideal’ to ‘Meets Advisory Ideal’.

320. ***Is driver data integrated with crash data for specific analytical purposes?***

Does Not Meet Advisory Ideal

Driver and vehicle data from the Department of Revenue are often used individually in analysis efforts but no direct linkage between the driver and crash data was provided.

Change Notes: Rating Unchanged.

321. ***Is vehicle data integrated with crash data for specific analytical purposes?***

Does Not Meet Advisory Ideal

Reports are routinely generated that relate to commercial motor vehicle crashes in the State. However, it appears that these reports are generated primarily from data collected through the crash report and not the result of a linkage with any additional databases that would add vehicle characteristics not normally included on the crash form.

Change Notes: Rating Unchanged.

322. ***Is roadway data integrated with crash data for specific analytical purposes?***

Meets Advisory Ideal

Roadway data are used to map all highway crashes in the Colorado Department of Transportation database. Two specific data elements, highway RouteID and mile point, are used to link the two files. Once linked, data from both files can be extracted and used for further queries and analysis. Two example analysis using this linkage were provided.

Change Notes: Rating Unchanged.

323. ***Is citation and adjudication data integrated with crash data for specific analytical purposes?***

Does Not Meet Advisory Ideal

The crash and citation/adjudication data are used individually for reporting purposes. However, no linkage between the two systems has been undertaken at this time.

Change Notes: Rating Unchanged.

324. ***Is injury surveillance data integrated with crash data for specific analytical purposes?***

Partially Meets Advisory Ideal

The Colorado Department of Public Health and Environment (CDPHE) completed a pilot project that successfully linked one year of crash and hospital data, the description of the project and a summary of the results was provided. The linkage used several data elements available on both data sets and included name, date of birth, age, gender, crash date, hospital admission date, ICD-10-CM external cause code, and vehicle type. CDPHE received a grant from the CDC in 2019 to link crash data to death certificate records, trauma registry, emergency department data, hospital discharge data, and the State's all payers claims database. Results will be available in 2020.

Change Notes: Rating Unchanged.

325. ***Are there examples of data integration among crash and two or more of the other component systems?***

Does Not Meet Advisory Ideal

While efforts are underway to bring crash, driver, and vehicle data into one database using DRIVES, linkages between multiple traffic records data systems are not currently being conducted. As DRIVES and the CDC linkage effort are completed, there will be several opportunities to provide more in-depth analysis of motor vehicle crashes through integration of most of the State's traffic records component systems.

Change Notes: Rating Unchanged.

326. ***Is data from traffic records component systems-other than crash-integrated for specific analytical purposes?***

Does Not Meet Advisory Ideal

Currently, the State does not integrate any traffic records component systems that do not include crash data.

Change Notes: Rating Unchanged.

327. ***For integrated datasets, do decision-makers have access to resources-skilled personnel and user-friendly access tools-for use and analysis?***

Does Not Meet Advisory Ideal

Through the Colorado Open Records Act, CDOT makes summary crash data available and levels of filters can be applied. However, integrated datasets are not available for separate analyses.

Change Notes: Rating Unchanged.

328. ***For integrated datasets, does the public have access to resources-skilled personnel and user-friendly access tools-for use and analysis?***

Does Not Meet Advisory Ideal

While data from individual data sets (i.e. crash) are available through the Open Records Act, the public does not have access to skilled personnel and user-friendly access tools specifically designed for integrated data sets.

Change Notes: Rating Unchanged.

Appendix B – Assessment Participants

State Highway Safety Office Representative(s)

Shoshana Lew
CDOT
Executive Director

Darrell S Lingk
Colorado Department of Transportation
Director of Office of Transportation Safety - CDOT

NHTSA Headquarters Coordinator

Mr. John N Siegler Ph.D.
National Highway Traffic Safety Administration
Team Lead, Traffic Records Team

State Assessment Coordinator(s)

Alisa Babler
Colorado Department of Transportation
State Traffic Engineer-CDOT

David Bourget
Colorado Department of Transportation
Traffic and Safety Engineering Branch

Mr. Paul Clayton
Colorado Department of Transportation
State Crash Data Specialist

BoYan Quinn
CDOT
Traffic Safety Engineer

NHTSA Regional Office Coordinator(s)

Mr. Michael Close
NHTSA
Regional Program Manager

Assessment Facilitator

Ms. Maureen Johnson
Division of Motorist Services
Government Operations Consultant II

Assessment Team Members

Mr. Thomas Austin
Florida Department of Highway Safety and Motor Vehicle
Operations Management Analyst

Mr. Jack Benac
Jack D. Benac LLC.
Traffic Safety Specialist

Ms. Cindy Burch
Baltimore Metropolitan Council
Transportation Planner - Safety

Ms. Kathleen Haney
Assessor
Traffic Records Coordinator

Dr. Tim Kerns
MDOT/Maryland Highway Safety Office
Director

Ms. Roxanne Langford
Maryland Motor Vehicle Administration
Program Manager

Ms. Stacey B Manware
State of Connecticut Judicial Branch
Deputy Director, Superior Court Operations

Ms. Patricia Ott P.E.
MBO Engineering
Chair, NJ STRCC

Ms. Sladjana Oulad Daoud
Department of Motor Vehicles
Research Program Specialist

Ms. Dana Reiding
Department of Transportation
Statewide Transportation Planning Administrator

Mr. Fred E Zwonechek
Department of Transportation Highway Safety Office
Administrator

State and Local Respondents

The following State and Local staff assisted in the Assessment by providing responses to the Advisory criteria and questions.

Alisa Babler
Colorado Department of Transportation
State Traffic Engineer-CDOT

Kirk Bol
CDPHE
Vital Statistics Program Manager

Mr. Paul Clayton
Colorado Department of Transportation
State Crash Data Specialist

Christine Demont
CDPHE
Injury Epidemiologist

Ted Derosa
UNK
UNK

Jonathan Gottsegen

OIT
Chief Data Officer

Ryan Klitzsch
Cambridge Systematics, Inc.
TRC

John Lynkiewicz
Colorado State Patrol
Central Records Unit Manager

Wendy Meredith
CDPS
GP 2

BoYan Quinn
CDOT
Traffic Safety Engineer

Molly Saxton
Judicial
IIS Coordinator

Doug Simington
CDOR
Data Services Manager

Phyllis B Snider
Colorado Department of Transportation
GIS -Program Manager- DTD / CDOT

Amber Viitanen
CDPHE
Administrator V

Nyssa Vine
Colorado State Patrol
Crime Analyst

Deidra Walker
OIT
Senior Manager

Appendix C

National Acronyms and Abbreviations

AADT	Average Annual Daily Traffic
AAMVA	American Association of Motor Vehicle Administrators
AASHTO	American Association of State Highway and Transportation Officials
ACS	American College of Surgeons
AIS	Abbreviated Injury Score
ANSI	American National Standards Institute
ATSIP	Association of Transportation Safety Information Professionals
BAC	Blood Alcohol Concentration
CDC	Center for Disease Control
CDIP	NHTSA's Crash Data Improvement Program
CDLIS	Commercial Driver License Information System
CODES	Crash Outcome Data Evaluation System
DDACTS	Data Driven Approaches to Crime and Traffic Safety
DHS	Department of Homeland Security
DMV	Department of Motor Vehicles
DPPA	Drivers Privacy Protection Act
DOH	Department of Health
DOJ	Department of Justice
DOT	Department of Transportation
DOT-TRCC	The US DOT Traffic Records Coordinating Committee
DRA	Deputy Regional Administrator (NHTSA)
DUI	Driving Under the Influence
DUID	Driving Under the Influence of Drugs
DWI	Driving While Intoxicated
ED	Emergency Department
EMS	Emergency Medical Service
FARS	Fatality Analysis Reporting System
FDEs	Fundamental Data Elements
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
GCS	Glasgow Coma Scale
GDL	Graduated Driver Licensing
GES	General Estimates System
GHSA	Governors Highway Safety Association
GIS	Geographic Information System
GJXDM	Global Justice XML Data Model
GPS	Global Positioning System
GRA	Government Reference Architecture
HIPAA	Health Information Privacy and Accountability Act
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Plan
HSP	Highway Safety Plan

ICD-10	International Classification of Diseases and Related Health Problems
IRB	Institutional Review Board
ISS	Injury Severity Score
IT	Information Technology
JIEM	Justice Information Exchange Model
LEIN	Law Enforcement Information Network
MADD	Mothers Against Drunk Driving
MCMIS	Motor Carrier Management Information System
MIDRIS	Model Impaired Driving Records Information System
MIRE	Model Inventory of Roadway Elements
MMUCC	Model Minimum Uniform Crash Criteria
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
NAPHSIS	National Association for Public Health Statistics and Information Systems
NCHIP	National Criminal History Improvement Program
NCHS	National Center for Health Statistics
NCIC	National Crime Information Center
NCSC	National Center for State Courts
NDR	National Driver Register
NEMSIS	National Emergency Medical Service Information System
NGA	National Governor's Association
NHTSA	National Highway Traffic Safety Administration
NIBRS	National Incident-Based Reporting System
NIEM	National Information Exchange Model
NLETS	National Law Enforcement Telecommunication System
NMVTIS	National Motor Vehicle Title Information System
NTDS	National Trauma Data Standard
PAR	Police Accident Report
PDPS	Problem Driver Pointer System
PDO	Property Damage Only
PII	Personally Identifiable Information
RA	Regional Administrator (NHTSA)
RDIP	FHWA's Roadway Data Improvement Program
RPM	Regional Program Manager (NHTSA)
RTS	Revised Trauma Score
RMS	Records Management System
RPC	Regional Planning Commission
SaDIP	FMCSA's Safety Data Improvement Program
SAVE	Systematic Alien Verification for Entitlements
SHSP	Strategic Highway Safety Plan
SME	Subject Matter Expert
SSOLV	Social Security Online Verification
STRAP	State Traffic Records Assessment Program
SWISS	Statewide Injury Surveillance System
TCD	Traffic Control Devices
TRA	Traffic Records Assessment
TRIPRS	Traffic Records Improvement Program Reporting System
TRCC	Traffic Records Coordinating Committee

TRS	Traffic Records System
UCR	Uniform Crime Reports
VIN	Vehicle Identification Number
VMT	Vehicle Miles Traveled
XML	Extensible Markup Language

State-Specific Acronyms and Abbreviations

ARNOLD	All Road Network of Linear Referenced Data
BESDT	Behavioral and Engineering Safety Data for Transportation
CDOR	Colorado Department of Revenue
CDOT	Colorado Department of Transportation
CDPHE	Colorado Department of Public Health and Environment
CHA	Colorado Hospital Association
DOH IRB	Department of Health Institutional Review Board
DRIVES	Driver License, Record, Identification and Vehicle Enterprise Solution
EMTS	Emergency Medical and Trauma Services
OIT	Office of Information Technology
STRAC	State Traffic Records Advisory Committee

APPENDIX B. STRAC MOU

MEMORANDUM OF UNDERSTANDING

This Memorandum of Understanding (MOU , by and among THE COLORADO DEPARTMENT OF TRANSPORTATION CDOT), the DEPARTMENT OF HUMAN SERVICES DHS), the COLORADO DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT (CDPHE), the DEPARTMENT OF PUBLIC SAFETY DPS), THE GOVERNOR'S OFFICE OF INFORMATION TECHNOLOGY (OIT), THE JUDICIAL BRANCH and the DEPARTMENT OF REVENUE DOR), (collectively referred to as the "Agencies") memorializes the agreement of the Agencies to implement and maintain the Strategic Plan Executive Summary attached as Exhibit 1 and incorporated herein) as resources are made available.

Recitals:

A. The State Traffic Record Advisory Committee (STRAC) is a comprehensive committee formed as part of a federally sponsored effort to collect, organize, analyze, and utilize all types of information relating to accidents that occur on the roadways.

B. STRAC members have authored the Strategic Plan, which sets forth the objectives, goals, methods, and responsibilities of the various Agencies in gathering and maintaining traffic safety data. STRAC has the responsibility for overseeing the development, implementation, and management of the Strategic Plan (Attachment A).

C. STRAC has identified that each of the Agencies listed above has an integral role in executing the Strategic Plan.

Now therefore, CDOT, DHS, CDPHE, DPS, OIT, the JUDICIAL BRANCH, and DOR hereby agree as follows:

1. Each of the Agencies will implement the attached Strategic Plan in order to develop a comprehensive integrated traffic records system which is accurate, complete, timely and accessible. STRAC intends to make the Agencies more efficient by reducing the instances of redundant and inaccurate information through the sharing of information as described in the Strategic Plan.

2. Implementation of the Strategic Plan will provide the Agencies easy access to information while providing the security and confidentiality needed by each of the Agencies. None of the Agencies will be asked to provide information that they cannot legally divulge. Participation in implementing the Strategic Plan will be tailored to meet the specific confidentiality requirements of each agency.

3. Nothing in this MOU shall be construed to place the employees, officers, agents, designees, or personnel of any party under the control or employment of another party. Nothing in this MOU is intended to create or grant to any third party or person any right or claim for damages, or the right to bring or maintain any action at law.

4. The term of this MOU shall be from the date of full execution by the Agencies, for a period of five years, however, if the parties so desire, the term may be extended for a subsequent time period on then mutually acceptable terms. The parties, or their designees, agree to review the MOU on an annual basis.

5. All participating Agencies will maintain ownership, control, and will continue to serve as custodian of its own data, documents, and/or information

(collectively "data"), even if this data is shared as part of the Strategic Plan.

6. Contacts:

For CDOT:
Executive Director
2829 W. Howard Place
Denver, CO 80204
303) 757-9201

For CDHS:
Executive Director
1575 Sherman Street, 8th Floor
Denver, CO 80203
303) 866-3475

For JUDICIAL BRANCH:
State Court Administrator
1300 Broadway, Ste. 1200
Denver, CO 80203
720) 625-5000

For CDPHE:
Executive Director
4300 Cherry Creek Dr. South
Glendale, CO 80246-1530
303) 692-2000

For DPS:
Executive Director
700 Kipling
Denver, CO 80215
303) 239-4398

For DOR:
Executive Director
P.O. Box 17087
Denver, CO 80217-0087
303) 866-4994

For OIT:
State Chief Information Officer
601 E. 18th Avenue, Suite 250
Denver, Colorado 80203
303) 764-7700

7. Annual action steps and projects will be identified for inclusion in the Highway Safety Plan and, if appropriate, in the Strategic Plan for Highway Safety. This annual action plan will include specific tasks, funding, deliverables, schedule, and responsible agency. If any of the Agencies shall fail to fulfill, in a timely and proper manner, its obligations under the Strategic Plan, or if any of the Agencies determines that the purposes of the MOU would no longer be served by completion of the work as identified in the Strategic Plan, any of the Agencies shall have the right to terminate this MOU by giving written notice of such termination, at least thirty (30) days before the effective date of such termination.

8. It is expressly understood and agreed that the enforcement of the terms and conditions of this MOU and Strategic Plan shall be strictly reserved to the parties hereto. It is the express intent of the parties hereto that any person or entity, other than the parties to this MOU, receiving services or benefits under this MOU shall be deemed incidental beneficiaries only.

IN WITNESS WHEREOF, the parties hereto have executed this MOU the day and year Indicated:

By: DocuSigned by: Shoshana Lew E4F8A52D04D9411... Date: 09/26/2021 | 10:42:47 AM MDT
Shoshana M. Lew, Executive Director
Colorado Department of Transportation

By: Mark Ferrandino Digitally signed by Mark Ferrandino Date: 2021.09.28 09:53:03 -06'00' Date:
Mark Farrandino, Executive Director
Colorado Department of Revenue

By: DocuSigned by: Michelle Barnes 44E9E443866A493... Date: 10/05/2021 | 10:31:04 AM MDT
Michelle Barnes, Executive Director
Colorado Department of Human Services

By: DocuSigned by: Jill Hunsaker Ryan DB56144B2375494... Date: 10/06/2021 | 1:59:21 PM MDT
Jill Hunsaker Ryan, MPH, Executive Director Colorado
Department of Public Health and Environment

By: DocuSigned by: Stan Hilkey 5D76EDD233CC4A8... Date: 10/07/2021 | 2:21:16 PM MDT
Stan Hilkey, Executive Director
Colorado Department of Public Safety

By: DocuSigned by: Anthony Neal-Graves 69D5EC8549074E3... Date: 10/07/2021 | 3:29:52 PM MDT
Anthony Neal-Graves, Executive Director,
Governor's Office of Information Technology

By: DocuSigned by: 7A259986F512420... Date: 10/12/2021 | 10:40:56 AM MDT
Steven Vasconcellos, State Court Administrator
Colorado State Judicial Branch

Attachment B: Quantitative Improvement to Model Inventory of Roadway Elements (MIRE)

COLORADO
Department of Transportation

June 14, 2024

Shannon Trice

Department of Transportation

National Highway Safety Administration

12300 West Dakota Avenue, Lakewood, CO 80228

RE: Quantitative Improvement to Model Inventory of Roadway Elements (MIRE)

Dear Shannon Trice,

We are writing to report on the progress that the Colorado Department of Transportation (CDOT) has made in the last year to improve traffic safety records. Over the last year, CDOT has installed CLR technology to improve CDOT's ability to correctly identify vehicle classifications along CDOT's highways. Correctly identifying vehicle classifications improves CDOT's reporting of vehicle classifications for single and combination truck percentages and truck AADT. This implementation is making improvements to the ArcGIS intersection tool in order to complete the intersection manager tool and provide additional Model Inventory of Roadway Elements (MIRE) Data Elements on roadways and intersections for traffic safety analysis.

In the previous performance year, from April 1, 2022, to March 31, 2023, CDOT installed CLR technology for vehicle classifications in 31 out of 118 total sites. This means that overall, in fiscal year 2023, 26% of the total sites were installed, showing progress in the reporting of vehicle classifications for single and combination truck percentages and truck AADT.

From April 1, 2023, to March 31, 2024, CDOT completed installation of CLR technology for vehicle classifications in 51 out of the 118 total sites, an increase in 20 sites. This means that through fiscal year 2024, 43% of the total sites have been installed to the CLR technology and 16.95% of these sites were installed during fiscal year 2024.

The table and chart below show the increased number of intersections installed to the CLR technology.

Period	Intersections Installed	Total number of Sites	% Intersections Installed
April 2022-March 2023	31	118	26%
April 2023-March 2024	51	118	43%

This performance measure is related to the Roadway Database Model Performance Measure "Completeness" and "Uniformity" **R-C-2 and R-U-1** found on page 31 of the National Highway

Traffic Safety Administration (NHTSA) Model Performance Measures for State Traffic Systems published March 2024. The improvement to these performance measures is reflected in the increased percentage of MIRE-compliant data elements entered into the database.

The results of this project demonstrate the continuing efforts CDOT, and other participating agencies are making to fully install the CLR technology to improve CDOT's reporting of vehicle classifications for single and combination truck percentages and truck AADT. It is expected the CLR technology will be fully installed in the next year or two, with completion in FY26.

Please feel free to contact me with any questions regarding this report.

Sincerely,

David Swenka, PE, PTOE
CDOT Safety Programs, Data Analysis Traffic Safety and Engineering Services

Attachment C: Colorado Impaired Driving Plan

Colorado Statewide Impaired Driving Plan 2024

COLORADO
Department of Transportation

Letter of Introduction

The Executive Leadership of the Colorado Task Force on Drunk and Impaired Driving recommends the attached 2024 Statewide Impaired Driving Plan for the State of Colorado.

This comprehensive plan was shaped by members of the Colorado Task Force on Drunk and Impaired Driving (CTFDID) with significant input and involvement of partners, stakeholders, and interested parties. Plan development began in January 2024 and was approved by voting members of the task force on June 28, 2024.

The CTFDID was created by Colorado Revised Statute 42-4-1306 in 2006 to address the problems and challenges of impaired driving.

Mission

The mission of the Colorado Task Force on Drunk and Impaired Driving (CTFDID) is to support the prevention, awareness, enforcement, and treatment of drunk and impaired driving in Colorado through strong partnerships with public, private, and non-profit organizations.

The CTFDID brings people together, creating a forum for victims and advocates to access many experts and resources in one place. It provides a formal mechanism to leverage resources in order to create a multi-faceted approach to solving a problem which is often minimized and understated in our community. The CTFDID acts as a resource for the legislature, enabling it to consider more cohesive, well-thought-out proposals specific to impaired driving.

Process

The Impaired Driving Plan for the State of Colorado was created by developing a series of recommendations utilizing CTFDID subcommittees focused on the following components:

- Communication Program
- Criminal Justice System
- Program Evaluation and Data
- Prevention
- Alcohol and Other Drug Misuse

The attached plan was carefully and thoughtfully constructed to reflect the current state of impaired driving in Colorado. The subcommittees provided feedback associated with their specified topic and then all recommendations were compiled and approved by voting members of the CTFDID. This Impaired Driving Plan for the State of Colorado is a living document designed to accomplish the mission of the CTFDID and remain fluid and adaptable based upon future data, trends, and forecasts. We greatly appreciate your support of our efforts in Colorado.

Sincerely,

Lieutenant Colonel Joshua Downing

Chair, Colorado Task Force on Drunk and Impaired Driving

Katie Contos

Secretary, Program Coordinator, MADD Colorado

Rebecca Green

Vice Chair, Executive Director, MADD Colorado

Tuesday Black

CDOT Liaison, Grant Program Manager

Table of Contents

CTFDID History

The Colorado Task Force on Drunk and Impaired Driving (CTFDID) was established by the Colorado General Assembly in 2006 to generate more collaboration and consensus for effective solutions to the impaired driving problem in Colorado.

Colorado Revised Statutes (C.R.S.) 42-4-1306. Colorado Task Force on Drunk and Impaired Driving - creation - legislative declaration. Current through all Laws passed during the 2022 Legislative Session.

(1) The general assembly finds and declares that:

(a) Drunk and impaired driving continues to cause needless deaths and injuries, especially among young people;

(b) In 2003, there were over thirty thousand arrests for driving under the influence or driving while ability-impaired;

(c) Although Colorado has taken many measures to reduce the incidents of drunk and impaired driving, the persistent regularity of these incidents continues to be a problem, as evidenced by the case of Sonja Marie Devries, who was killed in 2004 by a drunk driver, who had been convicted of drunk driving on six previous occasions; and

(d) According to the federal national highway traffic safety administration, other states with a statewide task force on drunk and impaired driving have seen a decrease in incidents of drunk and impaired driving.

(2) There is hereby created the Colorado task force on drunk and impaired driving, referred to in this section as the "task force." The task force shall meet regularly to investigate methods of reducing the incidents of drunk and impaired driving and develop recommendations for the state of Colorado regarding the enhancement of government services, education, and intervention to prevent drunk and impaired driving.

(3)(a) The task force shall consist of:

(I) The executive director of the department of transportation or his or her designee who shall also convene the first meeting of the task force;

(II) Three representatives appointed by the executive director of the department of revenue, with the following qualifications:

(A) One representative with expertise in driver's license sanctioning;

(B) One representative with expertise in enforcement of the state's liquor sales laws; and

(C) One representative from the department of revenue's marijuana enforcement division;

(III) The state court administrator or his or her designee;

(IV) The chief of the Colorado State Patrol or his or her designee;

(V) The state public defender or his or her designee;

(VI) Two representatives appointed by the commissioner of the behavioral health administration in the department of human services with the following qualifications:

(A) One representative with expertise in substance abuse education and treatment for DUI or DWAI offenders; and

(B) One representative with expertise in providing minors, adolescents, and juvenile offenders with substance abuse treatment and related services;

(VII) The director of the division of probation services or his or her designee;

(VIII) The executive director of the department of public health and environment, or his or her designee;

(IX) The following members selected by the member serving pursuant to subsection (3)(a)(I) of this section:

(A) A representative of a statewide association of chiefs of police with experience in making arrests for drunk or impaired driving;

(B) A representative of a statewide organization of county sheriffs with experience in making arrests for drunk or impaired driving;

(C) A victim or a family member of a victim of drunk or impaired driving;

(D) A representative of a statewide organization of victims of drunk or impaired driving;

(E) A representative of a statewide organization of district attorneys with experience in prosecuting drunk or impaired driving offenses;

(F) A representative of a statewide organization of criminal defense attorneys with experience in defending persons charged with drunk or impaired driving offenses;

(G) A representative of a statewide organization that represents persons who sell alcoholic beverages for consumption on premises;

(G.5) A representative of a statewide organization that represents persons who sell alcoholic beverages for consumption off premises;

(H) A representative of a statewide organization that represents distributors of alcoholic beverages in Colorado;

(I) A manufacturer of alcoholic beverages in Colorado;

(J) A person under twenty-four years of age who is enrolled in a secondary or postsecondary school;

(K) A representative of a statewide organization that represents alcohol and drug addiction counselors;

(L) A representative of a statewide organization that represents persons licensed to sell retail marijuana for consumption off premises;

(M) A community-based representative of the substance use disorder prevention field; and

(N) A representative from the retail or medical marijuana industry who is an owner or manager of a retail dispensary;

(X) The director of the peace officers standards and training board or the director's designee; and

(XI) A researcher who is appointed by a majority of the task force members and who specializes in drunk and impaired driving research.

(b) Members selected pursuant to subparagraph (IX) of paragraph (a) of this subsection (3) shall serve terms of two years but may be selected for additional terms.

(c) Members of the task force shall not be compensated for or reimbursed for their expenses incurred in attending meetings of the task force.

(d) The initial meeting of the task force shall be convened on or before August 1, 2006, by the member serving pursuant to subparagraph (I) of paragraph (a) of this subsection (3). At the first meeting, the task force shall elect a chair and vice-chair from the members serving pursuant to subparagraphs (I) to (VIII) of paragraph (a) of this subsection (3), who shall serve a term of two years but who may be reelected for additional terms.

(e) The task force shall meet not less frequently than bimonthly and may adopt policies and procedures necessary to carry out its duties.

(4) Repealed.

(5) (Deleted by amendment, L. 2011, (SB 11-093), ch. 41, p. 108, § 2, effective March 21, 2011.)

Source: L. 2006: Entire section added, p. 566, § 1, effective April 24. L. 2011:(3) and (5) amended, (SB 11-093), ch. 41, p. 108, § 2, effective March 21. L. 2014:(1)(d), (2), (3)(a)(VI), IP(3)(a)(IX), (3)(a)(IX)(J), and (3)(a)(IX)(K) amended and (3)(a)(IX)(L), (3)(a)(X), and (3)(a)(XI) added, (HB 14-1321), ch. 369, p. 1760, § 1, effective August 6. L. 2016:(1)(d) amended, (SB 16-189), ch. 210, p. 798, § 121, effective June 6. L. 2017:(4) repealed, (SB 17-231), ch. 174, p. 633, § 1, effective August 9. L. 2018:(3)(a)(II), IP(3)(a)(IX), and (3)(a)(IX)(K) amended and (3)(a)(IX)(M) and (3)(a)(IX)(N) added, (HB 18-1362), ch. 311, p. 1872, § 1, effective August 8. L. 2022:IP(3)(a)(VI) amended, (HB 22-1278), ch. 222, p. 1580, § 206, effective July 1.

Introduction

The Colorado Task Force on Drunk and Impaired Driving (CTFDID) is proud to present the Colorado 2024 Statewide Impaired Driving Plan (Plan).

This comprehensive Plan was created by members and representatives of the CTFDID with significant input and involvement from partners, stakeholders, and interested parties. Development of this Plan began January 2024 and was approved by the voting members of the CTFDID in June 2024.

CTFDID Statutory Members

Abe Hutt, Esq., Recht Kornfeld PC
Statewide Criminal Defense

Chris Poirier, Deputy Director, Marijuana Enforcement Division, Dept. of Revenue
Marijuana Enforcement

Allison Rosenthal, Statistical Analyst
Researcher, Department of Public Safety

Andrew Kosterman, CEO, Peak Beverages
Statewide Alcohol Beverage Off-Premises

Appointment Pending
Adolescent Substance Use Programs

Crystal Soderman, Operations Manager
Department of Revenue

Appointment pending
Public Defenders Office

Dave Fisher, Undersheriff, Elbert County, Colorado
Statewide Organization of County Sheriffs

Erik Bourgerie, Director
Colorado Peace Officers Standards and Training

Rebecca Green, Executive Director, Mothers Against Drunk Driving
Victim Voices

Tuesday Black, Grant Manager, Highway Safety Office
Colorado Department of Transportation

Chief Greg Daly, Avon Police Department
Chiefs Association

Heather Krug, Program Manager
Colorado Department of Public Health and Environment

Jennifer Knudsen, Esq., Colorado District Attorneys Council
Statewide Organization of District Attorneys

Lieutenant Colonel Josh Downing
Colorado State Patrol

Dr. Dana Waldbaum, Veterinarian
Victim or Family Member

Michelle Stone-Principato, Deputy Director of Liquor Enforcement, Dept. of Revenue
Liquor Sales Enforcement

Honorable Monica Gomez, 4th Judicial District Court
State Court Administration Office

Paul Aylmer, President & CEO, Epicurean
Statewide Alcohol Beverages On-Premises

Sarah Woodson, Owner, Color of Cannabis
Representative from Medical Marijuana Retail Dispensary

Sasha Cafaro, Probation Services Analyst III, Office of the State Court Administrator
Division of Probation Services

Shayna Kefalas, Program Director, Larimer County Partners
Community Based Representative of Substance Use and Prevention Field

Truman Bradley, Executive Director, Marijuana Industry Group
Statewide Sell Retail Marijuana

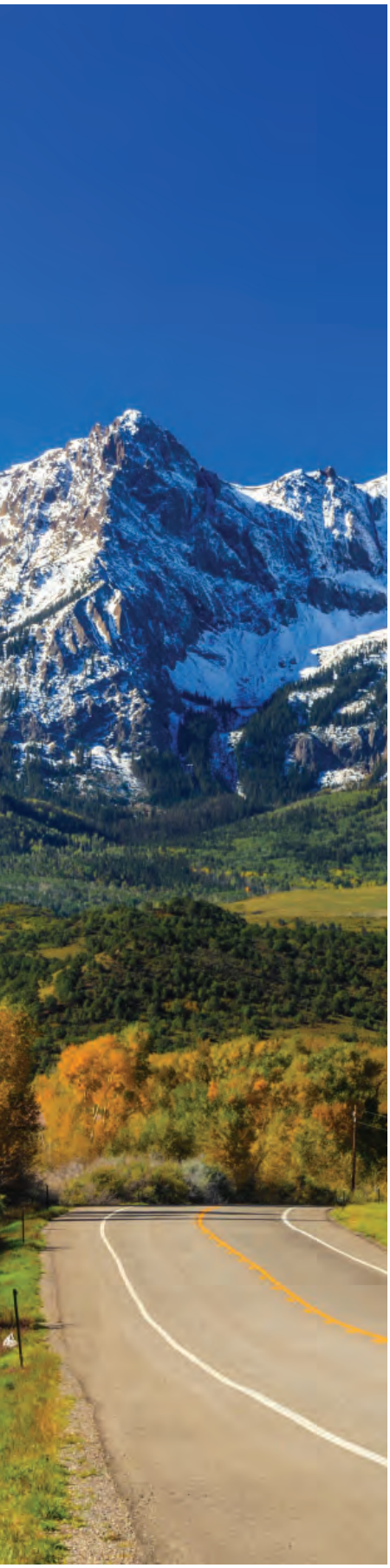
Webster Hendrick, General Professional IV, CO Dept. of Public Health and Environment
Driving Under the Influence Education and Treatment

Appointment Pending
Statewide Alcohol Distributors

Appointment Pending
Manufacturer Alcohol Beverages

Appointment Pending
Person Under 24 Enrolled in Secondary or Post-Secondary School

Appointment Pending
Statewide Organization Represents Alcohol and Drug Addiction Counselors



CTFDID Stakeholders

The CTFDID meetings are open to the public; the secretary maintains attendance records during all sessions. Consistent stakeholders are in attendance and highly engaged, with 170 stakeholders who receive regular communication from the CTFDID email distribution list. Attendees include individuals invested in traffic safety in Colorado. This inclusive list encompasses traffic safety professionals and advocates, including, but not limited to, victim survivors, family members, policymakers, treatment providers, representatives from the alcohol and cannabis industry, probation officers, police officers, attorneys, and concerned citizens.

CTFDID Mission

The mission of the CTFDID is to support the prevention, awareness, enforcement, and treatment of drunk and impaired driving in Colorado through strong partnerships with public, private, and non-profit organizations.

The CTFDID brings people together, creating a forum for victims and advocates to access experts and resources in one place. It provides a formal mechanism to leverage resources to create a multi-faceted approach to solving a problem which is often minimized and understated in our community. The CTFDID acts as a resource for the legislature, enabling it to consider more cohesive, well-thought-out proposals specific to impaired driving.

The Process to Update the 2021 Impaired Driving Plan

The CTFDID created subcommittees consistent with National Highway Traffic Safety Administration (NHTSA) Guideline No. 8 (2013) to capitalize on the expertise of CTFDID members and representatives. The components are organized into the following subcommittees:

- Program Evaluation
- Prevention Subcommittee
- Communication Subcommittee
- Criminal Justice Subcommittee
- Alcohol and Other Drug Misuse and Data Subcommittee

In January 2024, the Colorado Highway Safety Office (HSO) completed an Impaired Driving Assessment, which served as a guideline during the creation of this Plan. Priority assessment recommendations are included throughout this Plan. Additionally, in March 2024, the CTFDID broke into subcommittees to complete a reflective exercise on CTFDID past recommendations, goals, and actions. Subcommittee members were asked to evaluate the relevance of the recommendations in the 2021 Impaired Driving Plan to for inclusion in the 2024 Plan. Members shared insight on each recommendation's current progress and challenges for the NHTSA Guideline Number 8 components. Subcommittee members were also given an opportunity to brainstorm new goals, strategies, and objectives for the 2024 Impaired Driving Plan (Plan). The CTFDID voting members agreed to adopt and execute this Plan on June 28th, 2024. The outcomes of these subcommittee efforts are reflected in this Plan.

Highway Safety Program Guideline No. 8 Components

This section describes how the CTFDID is achieving its mission of **prevention, awareness, enforcement, and treatment** of drunk and impaired driving in Colorado, and how it is meeting the Uniform Guidelines Number 8 for State Highway Safety Programs components and associated criteria. Each subsection focuses on the challenges and opportunities, goals, strategies, and objectives for each component.

Component I: Program Management and Strategic Planning

Overview

The success of the CTFDID relies upon solid leadership, strong policy development, program management and strategic planning, and an effective communication initiative. The CTFDID's programs and activities strive to be guided by thorough problem identification and careful management. According to CDOT's 2024 Problem Identification Executive Summary, Colorado crashes involve four major contributing factors: lack of restraint use (not wearing a seatbelt), speeding, alcohol impairment, and distracted driving.

The CTFDID Executive Subcommittee assumes responsibility for convening the CTFDID and coordinating with the Prevention and Treatment, Enforcement, and Awareness Subcommittees.

The CTFDID elects and votes annually for a chair, vice-chair, and secretary. During the last meeting convened in 2023, the voting members of the CTFDID elected a new Chair, Vice-chair, and Secretary. The Highway Safety Office, the state entity charged with oversight of the CTFDID, created a new position—the Highway Safety Office Liaison—to fill as an advisory to the CTFDID, allowing for the continuity of the Highway Safety Office's engagement with the CTFDID.

With the newly elected Executive Subcommittee, modified by-laws were proposed, voted on, and adopted as of November 17, 2023. Additionally, the Chair and Vice-Chair identified strategic plans to engage CTFDID stakeholders and other interested entities. In creating this Plan, working subcommittees identified goals and objectives applicable to the state of Colorado.

Challenges and Opportunities

Challenges	Opportunities
Engagement of stakeholders and voting members.	Decrease the number of meetings while increasing the length and assignments.
Becoming a stronger resource for legislatures.	Created, distributed, and presented annual reports with identified problems and recommendations.
Filling voting member vacancies	Transferring authority to the Highway Safety Office Liaison to appoint vetted stakeholders to a vacant voting position.

Goals, Strategies, and Objectives

The executive subcommittee's goals, strategies, and objectives are necessary to sustain the work of the overall CTFDID and to achieve the CTFDID mission.

GOAL

Develop and implement an overall plan for short- and long-term impaired driving activities based on careful problem identification.

STRATEGY 1

Establish procedures to check that CTFDID activities are implemented as intended.

Objective 1 Develop program evaluation measures for CTFDID activities and get approval from CTFDID members.

STRATEGY 2

Advocate for sufficient funding and staffing and for other resources to support impaired driving programs.

Objective 1 Invite impaired driving funding agencies to present current impaired driving programs during a CTFDID meeting.

Objective 2 Support the Highway Safety Office grant-funded programs, understand the need for outreach to and enlisting of underserved communities in the CTFDID, and assist in creating programs that benefit the underserved communities.

GOAL

Support efforts of task forces and subcommittees.

STRATEGY 1

Convene task forces members to foster leadership, commitment, and coordination among all parties interested in impaired driving issues, including both traditional and non-traditional parties.

Objective 1 Identify any gaps in CTFDID representation to foster inclusive participation.

Objective 2 Invite community members who are identified in the gaps identification process to participate in the CTFDID meetings .

STRATEGY 2

Restructure CTFDID bylaws to allow clearer and concise rules for CTFDID members and to be in accordance with Colorado Open Meeting Law.

Objective 1 Invite the Colorado Assistant Attorney to discuss the requirements of the Open Meeting Law.

Objective 2 Amend CTFDID bylaws to comply with Open Meeting requirements and schedule amendments for adoption by CTFDID.

Component II: Prevention

Overview

The prevention of drunk and impaired driving is foundational to reducing alcohol and other drug-related roadway fatalities. A wide range of prevention strategies must be deployed to effectively reach the state of Colorado's diverse population.

Component II of the Uniform Guidelines Number 8 seeks to reduce impaired driving through a public health approach. Based on this component, CTFDID and the Prevention Subcommittee should support the promotion of responsible alcohol service and transportation alternatives and conduct community-based programs to reach schools, employers, and local coalitions.

Challenges and Opportunities

Challenges	Opportunities
Reaching rural or underserved communities	Through NHTSA's Community Engagement approach, the HSO is creating a program with CDPHE to increase outreach and awareness in our underserved communities.

Goals, Strategies, and Objectives

GOAL

Promote responsible alcohol and cannabis service.

STRATEGY 1

Provide education opportunities and resources to alcohol and cannabis employers to assist employees with reducing underage drinking, over-serving patrons, and impaired driving.

Objective 1 Conduct a survey of the current education opportunities offered to employers across the state and identify potential frameworks and partners for expanding programming.

STRATEGY 2

Increase penalties and enforcement for serving underage patrons.

Objective 1 Research effective penalties for dissuading service to underage patrons and prepare appropriate recommendations through the CTFDID annual report.

GOAL

Reach rural and underserved communities.

STRATEGY 1

Leverage CTFDID member networks in rural and underserved communities to promote impaired driving programs and prevention services.

Objective 1 Invite CDPHE to present the community engagement program to better understand gaps in reaching rural and underserved communities.

Component III: Criminal Justice System

Overview

Enforcement is crucial for reducing the number of alcohol-related fatalities across Colorado. The criminal justice system is a tool to deter risky behaviors. Through a multi-disciplinary approach and coordination of various law enforcement agencies, Colorado's criminal justice system can be an effective deterrent for impaired driving.

Component III outlines the various elements of the criminal justice system that can contribute to decreasing impaired driving. These elements include laws, enforcement, publicizing high-visibility enforcement, prosecution, adjudication, administrative sanctions, and driver licensing programs.

Laws

States should work to enact impaired driving laws that clearly identify offenses that are easy to enforce and that have constructive consequences.

Enforcement

High visibility enforcement is crucial throughout the state, specifically in locations where impaired driving crashes are identified in heat maps.

Publicizing High Visibility Enforcement

Public announcement of enforcement is essential in increasing public perception to further illustrate the risk of detection, arrest, prosecution, and adjudication for impaired driving.

Prosecution

Implement a comprehensive program to visibly, aggressively and effectively prosecute, and publicize impaired driving-related efforts.

Adjudication

With close supervision, evidence-based sanctions are effective sentencing for impaired driving offenses.

Administrative Sanction and Driver Licensing Programs

Administrative sanctions for suspension or revocation of licenses of impaired driving offenders would help decrease repeat impaired offenders.

Challenges and Opportunities

Challenges	Opportunities
Sobriety checkpoints have shown to be labor intensive and less effective than other patrolling methods.	Allow law enforcement officers' reports to serve as standalone documents that can replace officer testimony in court.
Insufficient grant funding.	Increase saturation patrolling in high-risk areas.
Data on monitoring methods has proven to take law enforcement a long time to obtain.	Increase training for law enforcement to expand knowledge of DUI signs, and Department of Revenue (DOR) requirements.

Goals, Strategies, and Objectives

GOAL

Authorize law enforcement to have additional practices, tools, and opportunities that aid in effective enforcement.

STRATEGY 1

Encourage the practice of saturation patrols over sobriety checkpoints in counties with the highest crash rates involving drunk and impaired driving.

Objective 1 Ask the HSO to present on available funding and resources to support high-visibility law enforcement, such as saturation patrols.

STRATEGY 2

Provide law enforcement officers opportunities for continued education in detection of impaired drivers.

Objective 1 Support the HSO efforts to conduct Drug Recognition Expert schools annually.

Objective 2 Provide training opportunities for law enforcement to become more proficient in providing testimony on impaired driving.

STRATEGY 3

Conduct research on emerging best practices in cannabis impairment.

Objective 1 Encourage a thorough and comprehensive examination of the limit established in C.R.S. 42-4- 1301 that 5-nanograms of Delta-9 tetrahydrocannabinol (THC) in a person's blood provides permissible inference that a person is under the influence of one or more drugs. The CTFDID is comprised of subject matter experts available to participate in the examination to determine if the limit is appropriate or necessary.

GOAL

Establish effective penalties for deterring impaired driving behaviors and/or keeping past offenders off the road.

STRATEGY 1

Improve reporting of driver's license suspension for people under age 21 for any violation of law involving the use or possession of alcohol or illicit drugs to the DOR.

Objective 1 Reach out to municipal courts to understand why license suspension for people under age 21 are not reported to the DOR.

GOAL

Improve the court and legal system's ability to manage impaired driving cases.

STRATEGY 1

Establish more DUI courts that can be available to high-risk impaired drivers earlier in the court process.

Objective 1 The CTFDID will invite the Colorado State Court Administrative Office to provide an overview of DUI courts.

STRATEGY 2

Add a State Judicial Outreach Liaison (JOL) to facilitate judicial education and outreach efforts.

Objective 1 Support the HSO in the creation of a JOL position.

Component IV: Communication Program

Overview

An effective and comprehensive communication program is a valuable tool for supporting Colorado's policies and programs aimed at reducing risky behaviors and alcohol-related fatalities in the state. Communication efforts must be culturally relevant and multilingual to reach the diverse population of Colorado.

Component IV of the Uniform Guidelines stresses the importance of developing a cohesive, year-round communication plan that uses data to strategically target communities with a greater need for awareness building. The Communication Subcommittee has focused its past efforts on media relations/advertising and public affairs/advocacy.

Challenges and Opportunities

Challenges	Opportunities
Changing the understanding and culture around impairment, including polysubstance use.	CDOT's Communication Team is working to create public awareness explaining the danger of multiple substance use and impairment.

Goals, Strategies, and Objectives

The goals, strategies, and objectives of the Communication Subcommittee are crucial for implementing an effective awareness campaign.

GOAL

Develop and implement a comprehensive communications program that supports priority policies and program efforts directed at impaired driving and reducing risk.

STRATEGY 1

Implement a mass media campaign that consists of intensive communication and outreach activities regarding impaired driving that use radio, digital, print, and other mass media, both paid and/or earned.

Objective 1 Develop a working group consisting of agencies across Colorado that focus on impaired driving education and awareness to brainstorm, create, and roll out public awareness efforts in their respective communities.

STRATEGY 2

Develop a relevant impaired driving public awareness campaign that uses multiple partners and touch points.

Objective 1 Identify relevant third-party influencers to help promote a public awareness campaign.

STRATEGY 3

Conduct a comprehensive public awareness campaign focused on cannabis-impaired driving.

Objective 1 Work with the cannabis industry to create awareness efforts.

STRATEGY 4

Launch a campaign focusing on deterrence by publicizing high-visibility enforcement.

Objective 1 Work with Colorado State Patrol and other law enforcement partners to maximize their media venues.

STRATEGY 5

Launch a campaign focusing on transportation alternatives for the driving impaired, such as designated drivers, ride-share programs, and mass transit.

Objective 1 Work with ride-share providers, the Regional Transportation District (RTD), and unique transportation-related organizations to reach the maximum number of drivers.

GOAL

Develop impactful advertising that is culturally and linguistically relevant to target audiences.

STRATEGY 1

Create advertising that targets males between the ages of 21 and 34, as they have the highest propensity for DUI arrests.

STRATEGY 2

Create advertising campaign that is tailored to the Hispanic/Latinx community in Colorado.

Objective 1 Work with Heinrich Marketing to create a culturally sensitive public awareness efforts distributed to communities throughout the state.

Component V: Treatment

Overview

High-quality and relevant treatment for individuals experiencing alcohol and other drug misuse is central to increasing positive behavior change and reducing alcohol-related fatalities across the state. NHTSA's Uniform Guidelines for State Highway Safety Programs address the topic of treatment in Component V: Alcohol and Other Drug Misuse.

The focus of Component V: Alcohol and Other Drug Misuse is to encourage the State to support employers, educators, and health care professionals to implement effective systems for identifying, intervening, and referring individuals for substance abuse treatment. CTFDID's Subcommittee on Alcohol and Other Drug Misuse is currently focusing their efforts on the treatment element of Component V.

Since Colorado passed the felony DUI law in 2015, the subcommittee has focused on developing and implementing the Level II Four Plus treatment. Level II Four Plus is a specialized treatment program for individuals who are convicted of four or more impaired driving offenses. The goal of the program is to provide treatment focused on individuals assessed clinical needs while also working through several phases and competencies needed to create lasting behavior change. Since 2021 the subcommittee has focused on increasing the capacity, capability, and accessibility of this treatment model.

Challenges and Opportunities

Challenges	Opportunities
Shortage of providers who are trained and competent to administer the Level II Four Plus Treatment model.	Work with universities to create shadowing opportunities for first year and second year college-level students exposed to the treatment field.
The Level II Four Plus 18-month period constricts the ability to provide clients with long-term monitoring and support.	Further studies and analyses on recidivism rates for felony DUI offenders after treatment is completed.
Lack of coordination among agencies.	Behavioral Health Administration (BHA) to create the required quarterly check-ins with treatment providers and probation.
Inconsistencies with enforcing statutory requirements, especially for newer statutes.	BHA provide bi-annual training covering inconsistencies.

Goals, Strategies, and Objectives

GOAL

Increase capacity, capability, and accessibility of Level II Four Plus Treatment Model.

STRATEGY 1

Increase Level II Four Plus Treatment training across DUI system stakeholders.

Objective 1 Work with BHA to support trainings twice per year.

STRATEGY 2

Provide support and technical assistance to treatment programs that deliver Level II Four Plus treatment to high-risk impaired driving populations.

Objective 1 Support BHA with additional resources to reach treatment providers on a regular basis for technical assistance.

GOAL

Encourage the state to pursue a systematic program for employers, educators, and healthcare professionals to screen and or assess drivers to determine if they have an alcohol or drug misuse problem.

STRATEGY 1

Make assessments for all DUI convictions more comprehensive.

Objective 1 Identify two to three ways to make the assessment process more robust.

Objective 2 Identify one to two funding sources.

Component VI: Program Evaluation and Data

Overview

Reliable and comprehensive data analysis is essential to the success of the CTFDID. Several State entities in Colorado are responsible for collecting, analyzing, and evaluating data related to impaired driving. Each entity and their contribution toward Component VI are listed below:

- The Colorado Department of Public Health and Environment (CDPHE) receives traffic crash reports, emergency department/hospitalization data and the Fatality Analysis Reporting System data on an annual basis for the annual Colorado Problem Identification Report. This report identifies and evaluates the efficacy of traffic safety strategies and programs.
- The Colorado Department of Public Safety (CDPS) has a database of all impaired driving citations and dispositions, breath and blood toxicology results, and pre-sentence probation assessments. This database is utilized by CDPS to produce an annual report on the current state of impaired driving throughout the state.
- The Statewide Traffic Records Advisory Committee brings together several agencies that work in traffic safety to oversee the development, implementation, and management of a strategic plan for the improvement of state traffic records.
- The Colorado Department of Revenue (DOR) is responsible for all driver and vehicle records housed in the Colorado Driver License, Record, Identification and Vehicle Enterprise Solution (DRIVES) database. This data source includes information such as departmental withdrawals, driver history, conviction data, crash reports, DOT medical certifications, and driver testing. The DRIVES system provides timely and accurate driver history records to law enforcement and the courts.

Challenges and Opportunities

Challenges	Opportunities
Information sharing and cross-analysis of data integration from each agency.	Formulate evaluation questions to assess criminal justice and prevention objectives; Pursue legislation to ease restrictions on data sharing.
An increasing number of toxicology refusals among people who are charged with an impaired driving offense and lack of information on drugs involved in these offenses.	Launch a public awareness efforts explaining penalties to the general population to tackle wide-spread misinformation on civil responsibilities to submit to a toxicology test.

Goals, Strategies, and Objectives

Clear goals, strategies, and objectives are necessary for the Program Evaluation and Data Subcommittee to facilitate effective collaboration and coordination among the various state agencies.

GOAL

Improving the data quality of crash records to better support impaired driving prevention efforts.

STRATEGY 1

Establish and maintain a records system that uses data from multiple sources to fully support the impaired driving prevention efforts.

- Objective 1: For fatal crashes, improve collaboration between medical examiner's offices/ coroner's offices and CDOT to get accurate and timely toxicology data included in crash report data.
- Objective 2: For non-fatal crashes, record on-scene blood alcohol content (BAC) results in the crash report and accompany injured individuals to a medical facility to learn about blood alcohol testing results (or other testing results).
- Objective 3: Have attending physicians and coroners/medical examiners for crash victims use common key in crash reports, allowing data analysts at CDOT and CDPHE to easily link crash and medical/death records in a timely manner.

STRATEGY 2

Create an automated crash report submission application for all law enforcement statewide to ensure that crash incident reporting is both timely and accurate.

- Objective 1: In collaboration with the traffic safety unit, the CTFDID will ask two application developers to present so the CTFDID can get a better gauge of the timeline, cost, and requirements for establishing a system.

STRATEGY 3

Link traffic record systems to enable the tracking of each driving under the influence (DUI) case from citation to final post-disposition compliance.

- Objective 1: The CTFDID investigates the feasibility of creating a common identifier for impaired driving offenses following the event from citation to adjudication.

Conclusion

The Stakeholders of the CTFDID represent a diverse group of individuals invested in the mission to save lives on Colorado roadways.

Without each person, the CTFDID would be ineffective. With each state agency and member's collaboration and devoted efforts, the CTFDID can enact the goals and objectives outlined in this Plan to create a safer traffic environment in Colorado. It is essential to note that this Plan is not designed to place more work on individuals but to build alliances with others to support one another in solving problems and create and execute Colorado's impaired driving plans over the next 3 years. Continued efforts and diligence from the CTFDID members will be vital for this success. With the ever-changing culture, the increased number of impaired-related crashes, and varying aspects of trends in Colorado, the CTFDID has its work cut out for it but aspires to lead the way.

Appendix B to Part 1300—Application Requirements for Section 405 and Section 1906 Grants

*[Each fiscal year, to apply for a grant under **23 U.S.C. 405** or Section 1906, **Public Law 109-59**, as amended by Section 25024, **Public Law 117-58**, the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]*

State: Colorado Fiscal Year: 2025

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the Highway Safety Plan. Attachments may be submitted electronically.

☑ **PART 1: OCCUPANT PROTECTION GRANTS (23 CFR 1300.21)**

*[Check the box above **only** if applying for this grant.]*

ALL STATES

[Fill in all blanks below.]

- The State's occupant protection program area plan for the upcoming fiscal year is provided in the annual grant application at Pages 80-82 (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the annual grant application at Pages 82-86 (location).
- Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application at Pages 86-98 (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the annual grant application are staffed with at least one current nationally Certified Child Passenger Safety Technician.
- Projects, as provided in the annual grant application at Pages 56-57, Page 98 (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

LOWER SEAT BELT USE STATES ONLY

[Check at least 3 boxes below and fill in all blanks under those checked boxes.]

☐ The State's primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*

  _____

☐ The State's occupant protection law, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of $25, was enacted on _____ (date) and last amended on _____ (date) and is in effect and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*
  - Requirement for all occupants to be secured in seat belt or age-appropriate child restraint;

    _____
  - Coverage of all passenger motor vehicles;

    _____
  - Minimum fine of at least $25;

    _____
  - Exemptions from restraint requirements.

    _____

☑ Projects demonstrating the State's seat belt enforcement plan are provided in the annual grant application at
Page 100 (location).

☑ The projects demonstrating the State's high risk population countermeasure program are provided in the annual grant application at
Pages 31-34, Pages 38-43, Pages 101-104 (location).

☐ The State's comprehensive occupant protection program is provided as follows:

- Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: _____ (date);
- Multi-year strategic plan: annual grant application or triennial HSP at _____(location);
- The name and title of the State's designated occupant protection coordinator is _____.
- The list that contains the names, titles, and organizations of the statewide occupant protection task force membership: annual grant application at _____ (location).

☑ The State's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted on 2/5/24 (date) (within 5 years of the application due date);

☑ PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS (23 CFR 1300.22)

[Check the box above only if applying for this grant.]

ALL STATES

☑ The State has a functioning traffic records coordinating committee that meets at least 3 times each year.

☑ The State has designated a TRCC coordinator.

☑ The State has established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.

☑ [*Fill in the blank below.*] Written description of the performance measure(s), and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the annual grant application at Attachment B: Quantitative Improvement to Model Inventory of Roadway Elements (MIRE) (location).

☑ PART 3: IMPAIRED DRIVING COUNTERMEASURES (23 CFR 1300.23(D)-(F))

[Check the box above only if applying for this grant.]

ALL STATES

☑ The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1300.23(j).

MID-RANGE STATES ONLY

[*Check one box below and fill in all blanks under that checked box.*]

☑ The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on 6/28/24 (date). Specifically:

- Annual grant application at
  Page 265-266 (location)
  describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at
  Pages 267-268 (location)
  contains the list of names, titles, and organizations of all task force members;
- Annual grant application at
  Pages 270-280 (location)
  contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving.

☐ The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) and continues to use this plan.

[*For fiscal year 2024 grant applications only*.]

☐ The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

HIGH-RANGE STATE ONLY

[*Check one box below and fill in all blanks under that checked box.*]

☐ The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on _____ (date). Specifically:

- Annual grant application at
  _____ (location)
  describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at
  _____ (location)
  contains the list of names, titles, and organizations of all task force members;
- Annual grant application at
  _____ (location)
  contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving;
- Annual grant application at
  _____ (location)
  addresses any related recommendations from the assessment of the State's impaired driving program;
- Annual grant application at
  _____ (location)
  contains the projects, in detail, for spending grant funds;

- Annual grant application at _____ (location) describes how the spending supports the State's impaired driving program and achievement of its performance targets.

☐ The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) and updates its assessment review and spending plan provided in the annual grant application at _____ (location).

[*For fiscal year 2024 grant applications only.*]

☐ The State's NHTSA-facilitated assessment was conducted on _____ (date) (within 3 years of the application due date); OR

☐ The State will conduct a NHTSA-facilitated assessment during the grant year; AND The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

☐ PART 4: ALCOHOL-IGNITION INTERLOCK LAWS (23 CFR 1300.23(G))

[Check the box above only if applying for this grant.]

[Check one box below and fill in all blanks under that checked box.]

☐ The State's alcohol-ignition interlock law, requiring all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Requirement for alcohol-ignition interlocks for all DUI offenders for not less than 180 days;

    _____
  - Identify all alcohol-ignition interlock use exceptions.

    _____

☐ The State's alcohol-ignition interlock law, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, and does not permit the individual to receive any driving privilege or driver's license unless the individual installs on each motor vehicle registered, owned, or leased by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

    _____

  - Identify all alcohol-ignition interlock use exceptions.

    _____

☐ The State's alcohol-ignition interlock law, requiring an individual convicted of, or the driving privilege of whom is revoked or denied, for refusing to submit to a chemical or other appropriate test for the purpose of determining the presence or concentration of any intoxicating substance, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant; and

The State's compliance-based removal program, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted (if a law) or implemented (if a program) on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant; and

State's compliance-based removal program, requiring completion of a minimum consecutive period of not less than 40 percent of the required period of alcohol-ignition interlock installation immediately prior to the end of the individual's installation requirement, without a confirmed violation of the State's alcohol-ignition interlock program use requirements, was enacted (if a law) or implemented (if a program) on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Requirement for installation of alcohol-ignition interlocks for refusal to submit to a test for 180 days;

    _____

  - Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

    _____

  - Requirement for completion of minimum consecutive period of not less than 40 percent of the required period of alcohol-interlock use;

    _____

- Identify list of alcohol-ignition interlock program use violations;

_____

- Identify all alcohol-ignition interlock use exceptions.

_____

☐ **PART 5: 24-7 SOBRIETY PROGRAMS (23 CFR 1300.23(H))**

[Check the box above only if applying for this grant.]

[Fill in all blanks.]

☐ The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*

  _____

[Check at least one of the boxes below and fill in all blanks under that checked box.]

☐ *Law citation.* The State provides citations to a law that authorizes a statewide 24-7 sobriety program that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*

  _____

☐ *Program information.* The State provides program information that authorizes a statewide 24-7 sobriety program. The program information is provided in the annual grant application at _____ (location).

☑ **PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)**

[Check the box above only if applying for this grant and check the box(es) below for each grant for which you wish to apply.]

☑ The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (*i.e.,* the State's most

recent crash report with distracted driving data element(s)) within 30 days after notification of award.

DISTRACTED DRIVING AWARENESS GRANT

☑ The State provides sample distracted driving questions from the State's driver's license examination in the annual grant application at
Page 106 (location).

DISTRACTED DRIVING LAW GRANTS

☐ **Prohibition on Texting While Driving**
State's texting ban statute, prohibiting texting while driving and requiring a fine, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Prohibition on texting while driving;
    _____
  - Definition of covered wireless communication devices;
    _____
  - Fine for an offense;
    _____
  - Exemptions from texting ban.
    _____

☐ **Prohibition on Handheld Phone Use While Driving**
The State's handheld phone use ban statute, prohibiting a driver from holding a personal wireless communications device while driving and requiring a fine for violation of the law, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Prohibition on handheld phone use;
    _____
  - Definition of covered wireless communication devices;
    _____
  - Fine for an offense;
    _____
  - Exemptions from handheld phone use ban.
    _____

☑ **Prohibition on Youth Cell Phone Use While Driving**
The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, and requiring a fine, was enacted on 8/8/09 (date) and last amended on 6/1/17 (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Prohibition on youth cell phone use while driving;
    CRS 42-4-239 (2)
  - Definition of covered wireless communication devices;
    CRS 42-4-239 (d)
  - Fine for an offense;
    CRS 42-4-239 5(a) and 5(b)
  - Exemptions from youth cell phone use ban
    CRS 42-4-239 4(a)(b)

☐ **Prohibition on Viewing Devices While Driving**

The State's viewing devices ban statute, prohibiting drivers from viewing a device while driving, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant

- *Legal citations:*
  - Prohibition on viewing devices while driving;
    _____
  - Definition of covered wireless communication devices;
    _____

☑ PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)

[Check the box above only if applying for this grant.]

[Check at least 2 boxes below and fill in all blanks under those checked boxes only.]

☑ **Motorcycle Rider Training Course**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Glenn Davis, Colorado Department of Transportation, HSO
- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:
  [*Check at least one of the following boxes below and fill in any blanks.*]
  - ☑ Motorcycle Safety Foundation Basic Rider Course;
  - ☐ TEAM OREGON Basic Rider Training;
  - ☐ Idaho STAR Basic I;
  - ☐ California Motorcyclist Safety Program Motorcyclist Training Course;
  - ☐ Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.
- In the annual grant application at Page 107 (location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the

grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

☐ **Motorcyclist Awareness Program**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is _____.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the annual grant application at _____ (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties, or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the annual grant application at _____ (location), the projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.

☐ **Helmet Law**

- The State's motorcycle helmet law, requiring the use of a helmet for each motorcycle rider under the age of 18, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
  - *Legal citation(s):*

    _____

☐ **Reduction of Fatalities and Crashes Involving Motorcycles**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the annual grant application at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at _____ (location).

☐ **Impaired Motorcycle Driving Program**

- In the annual grant application or triennial HSP at _____ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the annual grant application at _____ (location), countermeasure strategies and projects demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (*i.e.*, the majority of counties or political

subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

☐ **Reduction of Fatalities and Crashes Involving Impaired Motorcyclists**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators are provided in the annual grant application at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at _____ (location).

☑ **Use of Fees Collected From Motorcyclists for Motorcycle Programs**

[*Check one box only below and fill in all blanks under the checked box only.*]

☑ Applying as a Law State—

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.

  Legal citation(s):CRS 43-5-501

  _____.

  AND

  The State's law appropriating funds for FY _25_ demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

  Legal citation(s):

  CRS 43-5-501

  _____.

☐ Applying as a Data State—

- Data and/or documentation from official State records from the previous fiscal year showing that *all* fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the annual grant application at _____ (location).

☑ PART 8: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.26)

[Check the box above only if applying for this grant and only if NHTSA has identified the State as eligible because the State annual combined nonmotorized road user fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data, then fill in the blank below.]

The list of project(s) and subrecipient(s) information that the State plans to conduct under this program is provided in the annual grant application at
Pages 71-72 (location(s)).

☑ **PART 9: PREVENTING ROADSIDE DEATHS GRANTS (23 CFR 1300.27)**

[Check the box above only if applying for this grant, then fill in the blank below.]

The State's plan describing the method by which the State will use grant funds is provided in the annual grant application at
Pages 108-110 (location(s)).

☐ **PART 10: DRIVER AND OFFICER SAFETY EDUCATION GRANTS (23 CFR 1300.28)**

[Check the box above only if applying for this grant.]

[Check one box only below and fill in required blanks under the checked box only.]

☐ **Driver Education and Driving Safety Courses**
[Check one box only below and fill in all blanks under the checked box only.]

☐ Applying as a law State—

- The State law requiring that driver education and driver safety courses include instruction and testing related to law enforcement practices during traffic stops was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):*
  _____.

☐ Applying as a documentation State—

- The State has developed and is implementing a driver education and driving safety course throughout the State that require driver education and driver safety courses to include instruction and testing related to law enforcement practices during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at
  _____ (location).

☐ **Peace Officer Training Programs**
[Check one box only below and fill in all blanks under the checked box only.]

☐ Applying as a law State—

- The State law requiring that the State has developed and implemented a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops was

enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*

_____.

☐ Applying as a documentation State—

- The State has developed and is implementing a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at

_____ (location).

☐ Applying as a qualifying State—

- A proposed bill or planning or strategy documents that identify meaningful actions that the State has taken and plans to take to develop and implement a qualifying law or program is provided in the annual grant application at

_____ (location).

- A timetable for implementation of a qualifying law or program within 5 years of initial application for a grant under this section is provided in the annual grant application at

_____ (location).

☑ PART 11: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.29)

[Check the box above only if applying for this grant.]

[Check one box only below and fill in all blanks under the checked box only.]

☑ The official document(s) (*i.e.*, a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at

Page 110-113 _____ (location).

☐ The projects that the State will undertake during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at _____ (location).

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances —

- ☑ I have reviewed the above information in support of the State's application for 23 U.S.C. 405 and Section 1906 grants, and, based on my review, the information is accurate and complete to the best of my personal knowledge.
- ☑ As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- ☑ I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

Click here to validate form fields and permit signature

7/25/24

Signature Governor's Representative for Highway Safety — Date

Shoshana Lew

Printed name of Governor's Representative for Highway Safety