

FY24 Colorado
Highway Safety Office Annual Grant
Application



Table of Contents

Description of Highway Safety Problems	1
Methods for Project Selection	3
FY24 Highway Safety Office Safety Education and Enforcement Project Pages	4
Impaired Driving	5
Traffic Enforcement Services	23
Community Traffic Safety	42
Traffic Records	80
Occupant Protection	94
Communications (Media)	102
Non-Motorized Safety (Pedestrian and Bicycle)	120
Planning and Administration/Program Support	127
Traffic Safety Initiatives	134
Match	141
National Priority Safety Program Incentive Grants	144
S. 1300.21 - 405(b) Occupant Protection	145
S.1300.22 - 405(c) State Traffic Safety Information System Improvements	184
S. 1300.23 - 405(d) Impaired Driving Countermeasures Grants	187
S. 1300.25 - 405(f) Motorcyclist Safety Grants	214
S. 1300.27 – 405(h) Preventing Roadside Deaths Grants	217
S. 1300.29 - 1906 Racial Profiling Data Collection Grants	220

Description of Highway Safety Problems

Colorado has experienced yearly increases in traffic fatalities beginning in 2019. Fatalities have increased from 597 in 2019, to 622 in 2020 and to 691 in 2021. Preliminary data in 2022 indicates another increase to 761. Traffic safety has been affected by a multitude of factors including decreased enforcement on roadways and riskier driving behavior including excessive speed, a lack of appropriate restraint use, impaired driving and increased in-vehicle technology causing distractions. Colorado continues to experience increases in population growth, which causes stress on the transportation environment. This coupled with a State that has no primary seatbelt law for adults or helmet law for adult motorcyclists, and a distracted driving law, which is difficult to enforce, poses numerous safety challenges.

Common themes emerge annually from the traffic data. Unrestrained motorists typically make up around half of all motor vehicle deaths. Distraction, speeding, alcohol, and motorcycles are all major contributors to traffic deaths. Additionally, males aged 21-44 typically make up a disproportionately large proportion of traffic fatalities. These contributing factors often overlap, creating a complex tapestry of causation for motor vehicle crashes.

- The total number of motor vehicle fatalities in Colorado increased in 2021. There were 691 fatalities, an increase of 11% from the previous year. Preliminary data indicates another 11% increase, with 761 traffic fatalities, in 2022.
- The number of fatalities per vehicle miles traveled (VMT) in Colorado increased from 1.27 in 2020 to 1.28, preliminary VMT for 2022 increased to 1.40.
- The total number of serious injuries resulting from motor vehicle accidents in Colorado increased to 2,899 in 2021 and to 3,591 in 2022 (preliminary).

- Speeding-related fatalities decreased 30% from 2020 and was a factor in 29% of all fatalities in 2021. There were 202 speeding-related motor vehicle fatalities in 2021 compared to 287 in 2020. However, preliminary data in 2022 shows an increase in speeding-related fatalities to 289.
- Among the people who died in an occupant motor vehicle crash, 49% were not wearing a seat belt. Preliminary data shows there were 226 unrestrained vehicle occupant fatalities in 2022.
- Alcohol-impaired drivers were involved in 31% of all fatalities. In 2021, 216 motor vehicle deaths resulted from crashes involving an alcohol-impaired driver, a 14% increase from 2020.
- In 2022, preliminary data shows there were 148 motorcyclist fatalities, an increase of 9% from 2021. 51% of motorcyclists who died in 2022 were not wearing a helmet.
- More males than females were killed and injured in motor vehicle crashes 2022; however, national data supports that males also drive more than females.

While Colorado experienced an increase in fatalities last year, the Colorado Highway Safety Office (HSO) continues to work with its safety partners to promote and educate about a safer driving environment. To effectively address the various highway safety challenges, CDPHE and CDOT coordinated analysis of the fatality and crash data in conjunction with other traffic data sources including citation data, the Public Safety's Lab data for blood analysis, CDPHE BAC data and judicial data, as the basis for setting performance targets, selecting countermeasure strategies and developing projects.

Methods for Project Selection

In order to address the traffic safety challenges identified, the HSO solicits applications and projects that are data driven, evidence based and employ countermeasure strategies, through a statewide Request for Proposal (RFP), in order to achieve performance targets. Extensive outreach efforts to the State and local traffic safety communities are utilized in order to target areas with persistent traffic safety issues. Applications are reviewed by panels of subject matter experts including representatives from the CDPHE, traffics stakeholders and partners and HSO staff. Applications are evaluated on their ability to impact statewide and local problem areas, as identified in the Problem Identification report and supported by local data; and their ability to meet goals and proposed program activities and evaluation measures. Applications are also evaluated on their ability to impact performance measures and performance targets. For FY24, the HSO released an RFP and solicited projects for a three-year funding cycle and a new slate of diverse, upstream approach projects were funded for a three-year funding cycle.

2024 Highway Safety Office Safety Education and Enforcement Programs

The following project pages detail the safety education and enforcement programs that are part of the FY24 Annual Grant Application to the National Highway Traffic Safety Administration.

The program areas include:

Impaired Driving

Traffic Enforcement Services

Community Traffic Safety

Traffic Records

Occupant Protection and Child Passenger Safety

Communications

Pedestrian and Bicycle Safety

Planning and Administration/Program Support

Traffic Safety Initiatives

Match

Impaired Driving

- In 2021, alcohol-impaired driving fatalities were involved in 31% of all fatalities. In 2021(best data available), 216 motor vehicle deaths resulted from crashes involving an alcohol-impaired driver.
- In 2021, the five counties with the highest number of fatalities in crashes involving a driver or motorcycle operator with a BAC ≥ 0.08 were: Denver, Adams, Weld, El Paso and Jefferson.

High visibility enforcement (HVE) events are designed to deploy law enforcement resources in areas identified through problem identification as having high incidents of impaired driving. These events are designed to 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% and above of the total fatality number. This strategy is part of a comprehensive, evidence-based effort to reduce the prevalence of impaired driving related injuries and fatalities.

Traffic fatalities involving an impaired driver 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 impaired driving laws.

Funding for this and all other strategies are distributed based on problem identification and agency capacity.

Task Number 24-01-01
Project Name Don't be a Dummy...Drive Sober
Contractor Colorado Springs PD

Overview of Project

Preliminary 2022 year-end data indicates that at least 26% of the 57 traffic fatalities that occurred in Colorado Springs involved alcohol and/or drug impairment. That number is likely to rise as toxicology results continue to be finalized. Preliminary data also indicates that 677 crashes involving impairment occurred in Colorado Springs during 2022 demonstrating that impaired driving remains a significant contributing factor in both fatalities and crashes.

To impact impaired driving, CSPD will continue using high-visibility, saturation patrols. Uniformed 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. CSPD plans to acquire and implement the groundbreaking DAX Evidence Recorder. The DAX Evidence Recorder is a handheld, infra-red, high-definition digital video camera for recording eye movements as a critical sign of impairment.

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 (and staff) 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)

of traffic fatalities involving an impaired driver, # deployments, # of enforcement hours, # of impaired driving arrests, # of media communications distributed, Acquisition and implementation of DAX Evidence Recorders.

Funding Source 164

Eligible Use ENF_AL

Federal Funding \$117,723.68

Local Benefit \$117,723.68

Task Number 24-01-02
Project Name DUI Campaign
Contractor Adams County SO

Overview of Project

Adams County is the fifth largest county in the state of Colorado and consists of many large metro cities to include portions of Arvada, Aurora, Bennett, Commerce City, Federal Heights, portions of Lochbuie, Northglenn, Thornton and Westminster. We also cover the unincorporated communities of Henderson, Strasburg and Watkins.

In 2021, Adams County had 66 traffic fatalities, of those 35 involved an impaired driver with a BAC of .08 or above. Although alcohol was the most common cause of impairment, drivers who tested above the legal limit for active THC increased from 50 drivers in 2020 to 79 in 2021. Combinations of drugs are also a problem with 25% of the impaired drivers in fatal crashes had more than one substance in their blood, with alcohol and cannabis the most common co-occurring substances. Adams County had the highest numbers of fatalities in 2021 involving impaired drivers, more than El Paso or Denver.

The Adams County SO will deploy HVE activities throughout the year to address impaired driving challenges in the County.

Countermeasure Strategy

Impaired Driving HVE

Evaluation Measure(s)

Reduce the number of DUI/DUID fatalities in crashes in Adams County involving a driver or motorcycle operator with a BAC of .08 or higher and/or positive testy for +>5ng of Delta 9 THC from the current 16% to 10% by September 30, 2023.

Funding Source 164

Eligible Use ENF_AL

Federal Funding \$222,612.84

Local Benefit \$222,612.84

Task Number 24-01-03
Project Name Impaired Driving Enforcement
Contractor El Paso County SO

Overview of Project

During 2019, 2020, 2021 and 2022, El Paso County was the deadliest county in Colorado in regard to traffic deaths and impaired driving fatalities. In 2022 El Paso County led the state with the most traffic fatalities, making El Paso County one of the most dangerous places to drive. A third of the fatal crashes involved a driver who had a BAC of 0.08 or above or +> 5ng of Delta 9 THC. In 2021 there were 77 traffic fatalities. Of those, 22 involved an impaired driver with a BAC of .08 or above. The El Paso County Sheriff's Office will increase high visibility enforcement in the unincorporated areas of the County to address impaired driving by alcohol and/or marijuana and conduct high visibility enforcement patrols to decrease traffic related fatalities due to impaired driving.

The El Paso County Sheriff's Office will also conduct data driven outreach to educate young drivers in local schools in order to influence safe driving behaviors which will reduce impaired driving in our county.

Countermeasure Strategy

Impaired Driving

Evaluation Measure(s)

A reduction in the number of impaired driving fatalities and overall traffic related fatalities. Number of events, number of people reached at educational outreach events and age groups reached in the unincorporated parts of the county.

Funding Source 164 Eligible Use ENF_AL

Federal Funding \$216,000.00
Local Benefit \$216,000.00

Task Number 24-01-04
Project Name Impaired Driving Enforcement
Contractor CSP

Overview of Project

The goal of this project is to reduce the rate of the number of Colorado fatalities caused by impaired drivers from a ratio of 0.30 in 2022 to a ratio of 0.28 by 2024.

In 2022, there were 404 traffic fatalities in Colorado, tracked by CSP, of which were fatalities involving a vehicle operator with a BAC of .08 or above. In 2022, there were 110 fatalities involving a vehicle operator testing positive for 5ng+ Delta 9 THC or above.

The specific strategy CSP will use will be providing at least 3,900 hours of impaired driving enforcement in areas throughout the State patrolled by CSP.

Countermeasure Strategy

Sustained Enforcement

Evaluation Measure(s)

of overtime hours worked by CSP members during impaired driving enforcement.

of impaired driving arrests made by CSP members while on impaired driving enforcement overtime.

Funding Source 405D

Eligible Use M5HVE

Federal Funding \$275,000.00

Task Number 24-01-05
Project Name DUI Enforcement
Contractor Jefferson County SO

Overview of Project

The Jefferson County Sheriff’s Office will conduct saturation patrols and increased enforcement to reduce the fatal and injury crash percentage caused by impaired driving from 16% of the total fatal and injury crashes to 12% of the total fatal and injury crashes over the next three years. These activities will take place in unincorporated areas of Jefferson County as identified by Problem ID.

Countermeasure Strategy

Impaired Driving HVE

Evaluation Measure(s)

Reduction in fatal and injury crash percentage caused by impaired driving. Number of overtime impaired driving enforcement hours, number of arrests, number of contacts.

Funding Source 164

Eligible Use ENF_AL

Federal Funding \$10,000.00

Local Benefit \$10,000.00

Task Number 01-01-06
Project Name Aurora DUI/HVE/Checkpoint Campaign
Contractor City of Aurora

Overview of Project

There were 4,901 crashes that occurred in the City of Aurora in 2022, 216 or 4.4% involved an impaired driver, this is a 1% increase from the previous year. In 2022, there were 48 fatal crashes. Of those, 15 or 31.25% involved an impaired driver. This was a decrease of .45% from the previous year.

The Aurora Police Department will conduct several, high visibility checkpoints in 2024. The checkpoints will be supplemented with high visibility saturation patrols, individual impaired driving enforcement patrols, participation in the Colorado Department of Transportation’s High Visibility Enforcement campaign periods, and education efforts through various mediums. The individual DUI/D focused patrols will be conducted on nearly a daily basis throughout the City of Aurora.

In addition to the checkpoints and patrol, the Aurora Police Department continues to grow its educational branch of DUI/D enforcement. Utilizing the DUI Taxi, educational events are planned for popular dining areas during holidays associated with drinking and drug use. Educational events at driving schools will continue and grow targeting our young driver population.

Countermeasure Strategy

Impaired Driving HVE

Evaluation Measure(s)

A reduction in the number of impaired driving related fatalities from 31.25% to at least 27.5%. A reduction of impaired driving related crashes from 4.4% to at least 2% during the first year. Number of youth reached in impaired driving related educational efforts.

Funding Source 164

Eligible Use ENF_AL

Federal Funding \$129,000.00

Local Benefit \$129,000.00

Task Number 24-01-07
Project Name Comprehensive Impaired Driving Project
Contractor Denver PD

Overview of Project

Denver Police Department will reduce the number of serious and fatal crashes related to impaired driving in the City and County of Denver by increasing the number of impaired driving arrests and educating the public.

In 2022, there were 74 traffic fatalities in Denver. Of those fatalities, 25 (or 34%) involved a driver with a BAC of .08 or above.

The Denver Police Department will conduct 20 saturation patrols within Denver. By increasing contacts using tools such as saturation patrols, the Denver Police Department's goal is to educate the public on the dangers of impaired driving and remove people participating in such behaviors from the roads. The Denver Police Department will use data to identify populations and geographical locations showing a higher risk for being involved in an impaired driving related crash.

Countermeasure Strategy

Impaired Driving HVE

Evaluation Measure(s)

of saturation patrols conducted, # of contacts, # of citations, # of impaired driving arrests, # of drivers evaluated using SFST, # of drivers evaluated using DREs, # of blood draws by DREs, # of blood draws by non-DRE officers, # of refusals, # of arrests by grant officers

Funding Source 164

Eligible Use ENF_AL

Federal Funding \$203,999.94
Local Benefit \$203,999.94

Task Number 24-01-08
Project Name Colorado Task Force on Drunk and Impaired Driving
Contractor MADD

Overview of Project

The goal of this project is to provide administrative support to the Colorado Task Force on Drunk and Impaired Driving (CTFDID) to increase its ability to accomplish its mission and increase traffic safety, Statewide, by reducing the number of impaired driving incidents by making and enacting traffic safety recommendations.

MADD, a non profit organization, will compile and distribute the CTFDID annual report and will add administrative support to CTFDID and ten meetings and the development of the Statewide Impaired Driving plan.

Countermeasure Strategy

Training and Judicial Support

Evaluation Measure(s)

of CTFDID meeting notes taking and distributing, creation of the statewide impaired driving plan and creation and distribution of CTFDID annual report.

Funding Source 164 Eligible Use ENF_AL

Federal Funding \$32,866.81

Task Number 24-01-09
Project Name Youth Substance Abuse Prevention
Contractor Chaffee County Human Service

Overview of Project

The project is a continuation from previous year. Focus of the project remains the same. Chaffee County rate of youth alcohol impaired crashes will not exceed 2.4 % of total crashes in drivers aged 16-20.

FYI seeks to prevent youth alcohol impaired driving by targeting evidence based prevention approaches towards Chaffee County high school aged youth. This will be accomplished by building upon the Communities that Care coalition work. The Grant Project Coordinator and FYI Supervisor will administer prevention science models in collaboration with established workgroups to reduce the ease of access of alcohol to youth through a social host ordinance and outlet education and partnership, implement and enhance a robust social norming mass media campaign to address favorable attitudes and address community norms around alcohol and drug use in youth, and support teen council members to become leaders in educating youth and providing substance free pro-social activities for high school youth to reduce the incidents of youth impaired driving.

To decrease youth impaired driving FY24 proposed strategies include:

Reduce the ease of access of alcohol and marijuana through a) passing a social host ordinance and b) educating and working with alcohol and substance outlets on reducing the ease of access for youth.

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

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)

Healthy Kids Colorado Survey 2025 data # of meetings and attendance of teen council, tracking the number of events and attendance at the pro-social events, #of outputs produced for the social norms media campaign, and the # of activities and attendance at the educational events co-managed by teen councils and media workgroup. Ease of access to substances law enforcement workgroup activities will be evaluate by documentation of meeting attendance, meeting agendas and minutes, records of interviews community members, # of education presentations to the public, number of meetings, final draft of social host ordinance, # of surveys completed for alcohol outlets, workgroup and coalition members.

Funding Source 405d

Eligible Use M5OT

Federal Funding \$99,436.70

Task Number 24-01-10
Project Name TSRP
Contractor CDAC

Overview of Project

The Traffic Safety Resource Prosecutor (TSRP) program provides law enforcement, prosecutors, and other traffic safety professionals throughout the state of Colorado with a subject matter expert on traffic safety matters specific to impaired driving. The TSRP supports these constituencies and others by providing 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 and intoxicated driving investigations and prosecutions that are challenged in the legal process and devises tactics and countermeasures to ensure the effective and fair enforcement (including work in the area of equity in transportation) of Colorado's impaired driving laws. In addition, the TSRP program develops and maintains technologically current methods for distribution of relevant training on impaired driving and other related subjects (e.g., the science of alcohol as it related to intoxicated driving), in addition to live trainings. One of the primary functions of the TSRP is fielding technical assistance requests, which are questions associated with an impaired driving issue. The program also works on policy issues to include participation in coalitions, partnerships with similarly situated agencies, and work on legislative matters.

Countermeasure Strategy

Training and Judicial Support

Evaluation Measure(s)

of officers trained, # of prosecutors trained

Funding Source 405d Eligible Use M5CS

Federal Funding \$375,000.00

Task Number 24-01-11
Project Name Impaired Driving Tech Transfer
Contractor HSO

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 and will be required to submit a summary of their findings. 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.

Funds may also be used to cover travel and registration costs to other impaired driving training and countermeasure events.

Countermeasure Strategy

Training and Judicial Support

Evaluation Measure(s)

of people trained and summary of findings.

Federal Funding 405d Eligible Use M5OT

Federal Funding \$15,000.00

Task Number 24-01-12
Project Name DRE/SFST Update Training
Contractor HSO

Overview of Project

Utilizing the criteria adopted by the International Association of Chiefs of Police (IACP) and the National Highway Traffic Safety Administration (NHTSA), Colorado will continue to expand the program throughout the state by hosting two 2024 DRE schools and continued training of existing Drug Recognition Experts (DREs) and Standard Field Sobriety Training (SFST) instructors, including update trainings.

Many Colorado peace enforcement officers have little or no training in the detection of impairment from drugs other than alcohol. This funding will ensure that there are trained officers, as subject matter experts in drug impaired driving, and available to evaluate drugged drivers for arrest and prosecution.

Colorado is also hosting a DRE One-Year Later school to provide supplemental training and support to law enforcement officers who became certified in 2023. The DRE One-Year Later school is an innovative concept that is being offered in the State of Colorado.

Countermeasure Strategy

Training and Judicial Support

Evaluation Measure(s)

of DRE’s completing the training, # of DRE school, # of DRE update trainings, # of DRE one year later trainings, # of SFST Instructor Update trainings.

Funding Source 405d Eligible Use M5OT

Federal Funding \$190,000.00

Task Number 24-01-13
Program Name DRE/SFST Program Education
Contractor LEAD Impairment

Overview of Project

LEAD Impairment Training will provide Drug Recognition Expert (DRE) and Standardized Field Sobriety Testing (SFST) updates and SFST instructor training Statewide to Colorado Law Enforcement in basic and advanced National Highway Traffic Safety Administration (NHTSA) Impaired Driving training programs.

LEAD Impairment Training will provide statewide annual update training, coordinate DRE certification nights statewide and implement a web-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 proactive behaviors.

Countermeasure Strategy

Training and Judicial Support

Evaluation Measures(s)

of DRE/SFST recertification and DRE/SFST updates, # of new DRE's, # of new DRE Instructors, # of monthly communications.

Funding Source 405d

Eligible Use M5OT

Federal Funding \$187,120.38

Task Number 24-01-14
Project Name Impaired Driving Initiative
Contractor Larimer County Partners

Overview of Project

Larimer County Partners, Inc. (dba Partners), a non profit organization located in northern Colorado, has been providing mentoring and substance abuse/use prevention to youth facing challenges in their lives since 1978. Many social issues, including poverty, ATOD use, delinquency, and mental health issues impact Northern Colorado youth's physical well-being, attachment to adults, and behaviors. Prevention Education is a well documented prevention strategy in the field of youth development for youth who are identified as at-risk for ATOD use.

A comprehensive and community-wide media campaign will continue to be developed and implemented in Northern Colorado and aimed at reducing impaired driving, especially within the target population we have selected (14-25 year old's). This Mass media campaign will be led by a Marketing Consultant and cover social media, print media, newsletter updates, communication among stakeholders and other media forms, and expansion into Weld County. The focus is around educating the public regarding their role in preventing risks/consequences of impaired driving. The marketing campaign will use culturally appropriate language, diverse images and have input by a diverse group of people including a Youth Advisory Council. The marketing campaign will continue to bring an equity lens to all of the project objectives in the campaign.

The Responsible Association of Retailers (RAR) chapters in Larimer County, Weld County, and Boulder County are united in their commitment to the safe sale and service of alcohol and cannabis. These chapters are formed by member businesses, including liquor stores, bars, restaurants, and dispensaries. RAR members are partners in a community-wide effort to reduce youth access to alcohol and cannabis to ensure a safe environment for those who are of the legal age to consume alcohol and cannabis. Founded in 2004, RAR helps create a more responsible environment for all by facilitating cooperation between the business members and various law enforcement agencies and government entities. RAR includes:

- RAR Member Meetings - Every other month we hold meetings exclusively for our RAR Members. These meetings are a time for the members to learn or discuss something specific to their area of alcohol or marijuana service and sales.
- ID Compliance Checks - RAR members have the opportunity to receive an ID Compliance check on a monthly basis. These checks allow members to practice the interaction of ID ^{ing} patrons responsibly and completely, and involve a RAR ID Compliance Checker (between ages 21-26) visiting the business as a customer to observe if their ID is checked properly.

- TIPS Training - Training for Intervention Procedures (TIPS) is a skills-based training program that is designed to prevent intoxication, underage drinking, and drunk driving.
- TenderWise Training - TenderWise is a Colorado Marijuana Enforcement Division (MED) and Colorado Department of Health and Environment certified Responsible Vendor Training, developed by RAR. This class provides cannabis industry budtenders, managers, and owners with education on Colorado marijuana laws, policies, procedures and responsibility.

Countermeasure Strategy

Training and Judicial Support

Evaluation Measure(s)

Increase in 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.

Funding Source 405d

Eligible Use M5OT

Federal Funding \$215,078.60

Task Number 24-01-15
Project Name Impaired Driving Assessment
Contractor HSO

Overview of Project

The Highway Safety Office (HSO) will collaborate with partners and stakeholders in impaired driving to discuss and plan to improve on the state’s impaired driving program.

The assessors utilizing information from testimony and presentations from the Colorado Impaired Driving Community will create an assessment report.

The HSO will utilize the report’s recommendations to enhance and improve on Colorado’s impaired driving program.

Countermeasure Strategy
Program Management

Funding Source 405d Eligible Use M5OT

Federal Funding \$50,000.00

Traffic Enforcement Services

In 2022 (preliminary) there were 761 traffic fatalities in Colorado, of those 289 involved speed, 226 involved an unrestrained occupant, and 69 involved a distracted driver.

Speed related fatalities represent a significant portion of Colorado's total traffic fatalities. Sustained speed enforcement coupled with roadway engineers setting appropriate speed limits, are integral to reducing speed related crashes and fatalities.

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 vigorously enforcing passenger restraint laws.

Distracted driving targeted enforcement and education directed to distracted drivers are designed to deploy law enforcement and other 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.

Funding for this and all other strategies are distributed based on problem identification and agency capacity.

Task Number 24-02-01
Project Name Distracted Driving and Speed Enforcement
Contractor Denver Police Department

Overview of Project

The Denver Police Department will target areas in the City and County of Denver 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 risk of crashes increase 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, which may include texting, eating, or other distractions. The distracted driving (DD) program will decrease DD related injury 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 that 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. CDOT data further shows the largest number of speed-related crashes occur on Fridays, Saturday, and Sundays. The Denver Police Department will target speed enforcement on weekends.

These strategies have decreased the number of fatal and Serious Bodily Injury (SBI) crashes on the highways and other roadways in Denver. The speed enforcement program by 10%. In 2020, the City and County of Denver had 51 traffic fatalities, 8 involved an unrestrained passenger vehicle occupant; 3 of the 51 fatalities involved distracted driving, or 6% of the total.

Countermeasure Strategy

Sustained Enforcement

Evaluation Measure(s)

of citations issued, # of contacts, # of PSAs, # of law enforcement officers engaged in HVE operations, # of hours worked.

Funding Source 402

Eligible Use PT

Federal Funding \$190,944.00

Local Benefit \$190,944.00

Task Number 24-02-02
Project Name Aurora PTS Campaign
Contractor Aurora Pd

Overview of Project

In 2022, there were 48 fatal crashes resulting in 50 deaths in the City of Aurora. Of those 48 fatal crashes, 16 or 33.3 percent had speed as a contributing factor. A total of 6 or 12.5 percent were unrestrained and 1 or 2 percent were distracted. For speed related, that is a decrease of .85 percent from 2021. For unrestrained drivers and distracted drivers, there was a 16 percent decrease and a 2 percent increase respectively from the prior year. In 2022, there were a total of 4,901 crashes in the City of Aurora. Of those, 4.16 percent involved speed as a factor (an increase of 2.15 percent from 2021), 15 percent contained unrestrained occupants (a decrease of 19 percent from 2021) and 3.5 percent were distracted.(a decrease of about a half of a percent).

The Aurora Police Department has several goals during this three year period. These goals will be achieved through sustained high visibility enforcement and education, along with the assistance of social media posts, and educational events, in the City of Aurora.

Countermeasure Strategy

Sustained Enforcement

Evaluation Measure(s)

of citations issued, # of contacts and arrests, # of events, # of pledges signed and # of social media hits, # of seat belt citations, # of drivers contacted, # of unrestrained fatalities/injury crashes, # of car seat checkup events, # of speed-related fatalities, # of speed-related crashes.

Funding Source 402

Eligible Use PT

Federal Funding \$230,000.00

Local Benefit \$230,000.00

Task Number 24-02-03
Project Name Don't Be a Bad Stat - Slow Down
Contractor Colorado Springs PD

Overview of Project

The Colorado Springs Police Department's (CSPD) continued goal is to attain a 5% reduction in both the number of traffic fatalities and the number of serious injury crashes compared to 2022 baseline data by the end of the grant period. Fifty seven fatal crashes occurred in 2022 making it the deadliest year on record for Colorado Springs (2011-2022). Injury accidents also increased 21% from 2021 to 2022. Because 46% of fatalities involve speeding and 51% of fatalities involve lack of seat belt use in Colorado, those two factors will be the focus of CSPD's grant project.

CSPD conducts analysis of the department's traffic and crash data, and will use a data-driven approach to conduct high-visibility, targeted 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. The project director will assess the data and determine if grant-funded deployments at specific locations are likely to be productive, within the City of Colorado Springs.

In conjunction with the project director, the CSPD Public Information Officer (and staff) 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 aim is to provide the public with information about the risks of speeding and of not wearing a seat belt, as well as about grant-funded enforcement activities occurring throughout the city.

Countermeasure Strategy

Sustained Enforcement

Evaluation Measure(s)

CSPD will track a variety of metrics during the grant project. These include: # of traffic fatalities and crashes with serious injuries # of deployment plans developed, # of deployments conducted, # of enforcement hours worked, # of citations issued (including speeding and seat belt violations) # of targeted deployments in response to speed trailer data, # of media communications distributed.

Funding Source 402

Eligible Use PT

Federal Funding \$144,830.36

Local Benefit \$144,830.36

Task Number 24-02-04
Project Name Reducing Fatal Crashes Through Speed Enforcement
Contractor Pueblo Police Department

Overview of Project

The Pueblo Police Department (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. In 2023, Officers with the Pueblo Police Department Traffic Division were deputized by the Pueblo County Sheriff so that they have extended jurisdiction within Pueblo County. In the unprecedented time where there is a shortage of law enforcement officers, new thinking needs to change PPD's strategies.

In calendar year 2022, the City of Pueblo had 13 fatal crashes. 7 crashes were sent for prosecution by the District Attorney. 10 crashes involved speed as a factor in the crash.

The Pueblo Police Department, Pueblo County Sheriff, and Colorado State Patrol Troop 2B have teamed up to perform speed and traffic enforcement as a group in all of Pueblo County. Monthly enforcement missions that focus all three agencies limited resources to create a large show of force on our most vulnerable roadways that citizens have been complaining about and our agencies haven't had the manpower to devote to.

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

Countermeasure Strategy

Sustained Enforcement

Evaluation Measure(s)

of Citations, # of fatal crashes and #of traffic contacts

Funding Source 402

Eligible Use PT

Federal Funding \$75,000.00

Local Benefit \$75,000.00

Task Number 24-02-05
Project Name Highway 93 and 285 Speed Mitigation 2023
Contractor Jefferson County Sheriff's Office

Overview of Project

The Jefferson County Sheriff's Office (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 Jefferson County in 2022, there were 14 traffic fatalities. Of which 5 or 36% were speed related. To address speed related fatalities in Jefferson County, the JCSO, will focus speed enforcement efforts on highway 93 and US Highway 285 that have been identified through problem identification of 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)

of Citations, # of Contacts

Funding Source 402 Eligible Use PT

Federal Funding \$48,111.00

Local Benefit \$48,111.00

Task Number 24-02-06
Project Name City of Lakewood Speed Enforcement Campaign
Contractor Lakewood Police Department

Overview of Project

In 2021, the City of Lakewood had 17 traffic related fatalities, up from 12 in 2020. The intersections with the highest rates of traffic collisions were Jewell and Wadsworth, 6th and Sheridan 6th and Kipling, 6th and Denver West and Alameda and Wadsworth.

The Lakewood Police Department (LPD) will conduct speed enforcement, implement activities to increase the number of educational contacts, speed related contacts and citations throughout the City of Lakewood

There has been a significant increase in messaging – through on-going social media campaigns, local media news coverage, six VMS signs with rotating messaging and partnerships with other agencies during FY23 and FY22. Program successes have been visible enforcement operations on weekends, a high number of vehicle contacts and a focus on education, visibility, notifications, and enforcement. Although traffic related fatalities increased sharply in 2022, the City of Lakewood rose by 1 from 17 to 18 or 5.6% demonstrating the effectiveness of our efforts.

Countermeasure Strategy

Sustained Enforcement

Evaluation Measure(s)

Citations and # Traffic Contacts

Funding Source 402 Eligible Use PT

Federal Funding \$108,924.00
Local Benefit \$108,924.00

Task Number 24-02-07
Project Name Traffic Safety Enforcement Project
Contractor Colorado State Patrol PTS grant

Overview of Project

In 2022 there were 404 traffic fatalities in Colorado tracked by CSP. Of those 404 fatalities, 105 of the passenger vehicle occupants or 26% were unrestrained. 4 or 3.81% were speed related and 9 or 8.75% involved a distracted driver. The Colorado State Patrol enforces traffic laws in all of the State of Colorado with approximately 8,483 miles of state highways and more than 57,000 miles of country roads.

To address the traffic safety problem, CSP will provide at least 2,600 hours of speed enforcement, 900 hours of distracted driving enforcement and at least 10 community/employer education opportunities throughout the state.

Countermeasure Strategy

Sustained Enforcement

Evaluation Measure(s)

of citations, # of traffic contacts, and # of crashes.

Funding Source 402 Eligible Use PT

Federal Funding \$437,999.44

Local Benefit \$437,999.44

Task Number 24-02-08
Project Name DDACTS Traffic Enforcement
Contractor Greeley Police Department

Overview of Project

Traffic fatalities in the City of Greeley through the end of 2022 were 4 and are currently up to 5 through June 2023 of this year. The City of Greeley Police Department (GPD) uses a Data Driven Approach to Crime and Traffic Safety (DDACTS). This includes focusing on traffic violations involving speed and distraction, as well as educating younger drivers and their parents on these dangers. Overall, there were a total of 16,860 traffic stops in 2022 with 12,208 resulting in citations and 2,130 total accidents. This year, GPD had 8,068 traffic stops and 4,458 resulting in citations and 1,051 total accidents year-to-date.

Over the next year the priority for the Greeley Police Department and this grant is continuing to patrol high traffic areas during peak driving times, within the City of Greeley. The primary countermeasure Greeley PD will be implementing is high visibility cell phone/text messaging enforcement. Officers will be deployed to specific zones, known for increased motor vehicle crashes and fatalities.

Countermeasure Strategy

Sustained Enforcement

Evaluation Measure(s)

of citations, # of traffic contacts, and # of distracted driving crashes.

Funding Source 402 Eligible Use PT

Federal Funding \$119,139.72

Local Benefit \$119,139.72

Task Number 24-02-09
Project Name Traffic Safety Enforcement
Contractor El Paso County Sheriff's Office

Overview of Project

EPSO will increase saturation of law enforcement in high traffic areas and those hot spot areas that are known to have impaired drivers, speeding, and distracted drivers. This will be done in an overtime capacity. 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 speeding-related fatalities and reduce the number of distraction-affected fatal crashes. The EPSO will utilize high visibility enforcement for speeding, cell phone and text messaging enforcement, and short-term high visibility seat belt law enforcement, throughout El Paso County.

Countermeasure Strategy

Sustained Enforcement

Evaluation Measure(s)

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

Funding Source 402

Eligible Use PT

Federal Funding \$159,312.92

Local Benefit \$159,312.92

Task Number 24-02-10
Project Name Traffic Safety
Contractor Thornton Police Department

Overview of Project

Thornton Police Department (TPD) has seen an increase on speeding along I-25 and throughout the entire city. With speeds, distracted driving is on the up rise. TPD issued 3,874 speeding tickets. Speeds on I25 have reached as high as 142 MPH in 65 MPH zone and 130 MPH in 55 MPH zone. In 2022 TPD had 11 fatal crashes and 72 serious bodily injuries (SBI). TPD recorded a total of 2,926 crashes which is directly related to speeds and distracted driving. In 2022, TPD issued 938 tickets for various violations which all can be grouped in to distracted driving. Following too closely 567 tickets, red light violations 441, and stop sign violations 184. All of this is a 1-year total, and it has been on the rise since 2020.

The Thornton Police Department believes the best way to impact this is to be highly visible along with enforcement and education, throughout the City. 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)

of citations issued, # of contacts

Funding Source 402 Eligible Use PT

Federal Funding \$82,901.52

Local Benefit \$82,901.52

Task Number 24-02-11
Project Name Distracted Driving Grant Education & Enforcement
Contractor Durango Police Department

Overview of Project

The Durango Police Department (DPD) investigated three fatal crashes in both 2021 and 2022. DPD uses data analysis to study traffic trends and area in which policing efforts can be improved upon for DPD’s community. A total of four out of the six traffic fatal crashes happened within a two-mile stretch on the Highway 160 East corridor.

The DPD plans to use overtime opportunities to complete speed, distracted driving, seatbelt, and other traffic violations that are root causes of traffic crashes. DPD plans to use education as a key component to change the driving behaviors of those within Durango’s community. All activities will take place within the City of Durango.

DPD plans to use some funding to produce social media educational videos, provide classroom time with high school and college students, complete radio advertisements, work with City of Durango’s local courts to improve safe driver programs and to increase the Citizen's Police Academy from once a year to twice a year.

Countermeasure Strategy

Sustained Enforcement

Evaluation Measure(s)

of citations issued, # of contacts, # of community engagements.

Funding Source 402 Eligible Use PT

Federal Funding \$23,037.68

Local Benefit \$23,037.68

Task Number 24-02-12
Project Name Wheat Ridge PD Traffic Safety
Contractor Wheat Ridge Police Department (WRPD)

Overview of Project

From 2015 - 2019, The City of Wheat Ridge averaged 1.4 fatal accidents a year. WRPD had 5 fatal crashes in 2022. Further, WRPD responded to several SBI crashes which required a traffic team response, alcohol, drugs, speed and reckless driving were a consistent theme.

WRPD will conduct high visibility enforcement in high crash areas, within the City of Wheatridge, to addresses these issues. Areas of focus will include (but not be limited to) speeding, distracted driving, and aggressive driving. WRPD will also coordinate with our PIO to educated the public on traffic safety.

Countermeasure Strategy

Sustained Enforcement

Evaluation Measure(s)

of stops, # of warnings, # of summonses, # of public outreach via social media and other outlets

Funding Source 402 Eligible Use PT

Federal Funding \$21,636.00

Local Benefit \$21,636.00

Task Number 24-02-13
Project Name Traffic Safety Campaign
Contractor Adams County Sheriff's Office

Overview of Project

The Adams County Sheriff's Office will coordinate saturation details in high traffic areas in Adams County that are known to have higher rates of speeding and distracted drivers and focus on reducing the number of speed and distracted driving related injuries and fatalities.

Additionally, ACSO will also position speed trailers in designated areas. ACSO's Traffic Unit will work in conjunction with our Juvenile Services Unit to provide education to students who are getting excited to drive and are currently driving on the dangers and consequences of driving distracted. ACSO also has plans to increase the number of properly installed Child Safety Restraint systems by conducting numerous car seat check up events.

Countermeasure Strategy

Sustained Enforcement

Evaluation Measure(s)

of citations issued, # of contacts and arrests, # of events and # of young drivers we have contact with. # of saturation details for distracted driving and reducing the # of serious injuries and traffic fatalities

Funding Source 402

Eligible Use PT

Federal Funding \$244,275.84

Local Benefit \$244,275.84

Task Number 24-02-14
Project Name Public Safety Through Speed Enforcement
Contractor Westminster Police Department

Overview of Project

There has also been a surge in speed related crash fatalities, serious bodily injury crashes and speeding motorists on the City of Westminster’s roadways. The topic of speeding has been a frequent complaint brought up by citizens. When comparing 2022 to 2021, speed related fatalities increased by 25 percent in 2022 and speeding citations increased by 27 percent in 2022.

Through effective speed enforcement, within the City of Westminster, this goal of this project is to reduce speed related crashes that cause fatalities and serious bodily injuries as well as increase citizen contacts not only by enforcing traffic laws but by educating the public.

Countermeasure Strategy

Sustained Enforcement

Evaluation Measure(s)

of fatalities, # of serious bodily injuries, # of citations issued, # of traffic enforcements, and # of enforcement hours worked.

Funding Source 402 Eligible Use PT

Federal Funding \$80,347.24

Local Benefit \$80,347.24

Task Number 24-02-15
Project Name Operation Safe Journey
Contractor Firestone Police Department

Overview of Project

The purpose of this project is to reduce the number of traffic crashes in the area of Colorado Hwy. 119 from the East I-25 Frontage Rd. to Hwy 119 and WCR 3.5. To acquire the desired results the Firestone Police Department (FPD) will utilize high visibility enforcement, unstaffed speed display devices and public messaging. FPD will also increase traffic citations. In 2023 FPD identified a 0.08% of Firestone centerline roadway which accounted for 24% of the total traffic crashes in the Town of Firestone.

Countermeasure Strategy

Sustained Enforcement

Evaluation Measure(s)

of traffic stops, # of citations issued, # of traffic crashes in the identified area, and # of enforcement hours,

Funding Source 402

Eligible Use PT

Federal Funding \$15,600.00

Local Benefit \$15,600.00

Community Traffic Safety

In Colorado in 2022 preliminary data indicates there were 761 traffic fatalities, of those fatalities 226 involved an unrestrained passenger vehicle occupant, 105 involved a driver aged 20 or younger, 69 involved a distracted driver and there were 103 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.

Funding for this and all other strategies are distributed based on problem identification and agency capacity.

Task Number 24-03-01
Project Name Aurora PARTY Program
Contractor University of Colorado Hospital

Overview of Project

In the United States, teenagers drive less than all but the oldest of adults, but their number of crashes and crash deaths are disproportionately higher. Risk is highest at ages 16-17. Compared to older drivers, teens are more likely to underestimate or not recognize hazardous situations and more likely to make critical-decision errors that lead to serious crashes. In Colorado, from 2018-2020, 240 drivers aged 15-20 were involved in fatal crashes. According to the Colorado Department of Transportation's 2022 Preliminary Problem ID Report, inexperience was the leading contributing factor in injury/fatal crashes among young drivers followed by aggressive driving. Additionally, 25% of young drivers involved in fatal crashes had an intermediate drivers license, with 13% not being licensed.

When it comes to alcohol and marijuana, 12.8% of students reported riding one or more times during the past 30 days in a car driven by someone who had been drinking alcohol and 12.5% had ridden with someone who had been using marijuana. According to emergency department visit data for 2021, Adams County had 616 motor vehicle-related injuries for 15–19-year-olds, Arapahoe County had 595, Denver County had 477, El Paso County had 519, Jefferson County had 336 and Larimer County had 170. In 2021-2022, the University of Colorado Hospital trauma registry data showed that 41% of 14–18-year-olds entered into the registry have motor vehicle or motorcycle crashes as the major mechanism of injury.

The Prevent Alcohol and Risk Related Trauma in Youth (P.A.R.T.Y.) program will be utilized to reduce the number of drivers age 20 or younger involved in fatal crashes. The P.A.R.T.Y. program is an interactive, five-hour, in-hospital, injury-awareness and prevention program for high-school students with the addition of a hybrid option mixing classroom and online and a fully online option. The goal of the program is to provide young people with information about traumatic injury which will enable them to recognize potential injury producing situations, make safer choices and adopt behaviors that reduce risk. The program reaches students either 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, decision making, and current Graduated Driver's License laws. Staff take students through the financial, physical, social and emotional ripple effect of choices made while driving and while riding as a passenger. The focus is to educate on the “why” of making certain choices and the ripple effect those choices have on themselves, their families and their communities.

In addition, staff have created a toolkit of resources for teachers who participate in the P.A.R.T.Y. program to continue the student's learning throughout the school year. The

toolkit contains activities, videos, presentations, role plays, etc. to encourage safe driving and decision-making discussions all year long. Activities are made available locally and Statewide throughout Colorado high schools.

Countermeasure Strategy

School and Community Based Programs

Evaluation Measure(s)

of students attending, reduction in young driver crashes/fatalities.

Funding Source 402

Eligible Use TSP

Federal Funding \$91,416.00

Local Benefit \$91,416.00

Task Number 24-03-02
Project Name DRIVE SMART Weld County- Young Driver Traffic Safety Project
Contractor Weld County Public Health Department

Overview of Project

The DRIVE SMART Weld County (DSWC) Young Driver Traffic Safety Project will use a multi-faceted approach to reduce traffic fatalities amongst young drivers in Weld County by: 1) intensely educating young drivers about GDL and the consequences of unsafe driving practices, 2) strengthening local law enforcement's knowledge and enforcement of GDL laws, 3) educating parents about their role in young driver GDL compliance, and 4) coalition and community capacity building. The multi-faceted young driver component will educate and motivate high school students (pre-drivers and early drivers) about the GDL laws, seatbelt use, distracted driving, impaired driving and the potential aftermaths of excessive speed. The parent component will consist of Parent of Teen Driver small group educational discussions in English and Spanish, on-line information sharing, and encourage parents to initiate parent/teen driving contracts. The law enforcement component will work to increase law enforcement's knowledge of the GDL laws and increase their willingness to issue citations. The coalition component will identify and recruit stakeholders with a focus on traffic safety. DSWC will educate the community on current GDL laws in addition to informing them of the advantage stricter provisions may have. DSWC will work with it's coalition members and stakeholders to present decision makers with county specific traffic data and integrate community members with lived experience into our education efforts. DSWC will interview teens, parents and the broader community to gauge support for stricter GDL laws and then share this data with the media and other community partners. Ultimately, the project will reduce young driver injuries and fatalities in Weld County by implementing a comprehensive sustainable program that aligns with best practices.

Countermeasure Strategy

School and Community Based Programs

Evaluation Measure(s)

Measure support and collaboration of coalition members with baseline and follow-up surveys; measure community education and mobilization using the Weld Health community health survey to compare data from 2023 to 2025; measure law enforcement's GDL knowledge, willingness to enforce GDL laws and willingness to issue citations by conducting GDL Roll Call presentation surveys; measure the percentage of parents that accurately report all components of GDL and implement parent-teen driving contracts; measure the percentage of high school students that report always wearing their seatbelt using immediate post- high school safety challenge feedback and seatbelt observation data. Process measures will include: the number of new coalition members and coalition activities; counting the number of presentations promoting young driver traffic safety and the number of attendees; the number of young driver parents that complete parent of teen driving agreements; the number of schools that participate in the year long peer-led traffic safety challenge and the number of students reached through that programming.

Funding Source 402

Eligible Use TSP

Federal Funding \$83,329.58

Local Benefit \$83,329.58

Task Number 24-03-03
Project Name A Comprehensive Approach to Reducing Teen Crashes
Contractor SADD, Inc.

Overview of Project

Colorado SADD, a nationwide non-profit, has played an integral role in establishing an effective network of chapters, evidence-informed programming, and fruitful partnerships across the state over the past five years. As the oldest youth traffic safety movement, SADD has a proven track record of empowering teens with countermeasures that work in partnership with state Highway Safety Offices, using a peer-to-peer approach. Through a continued partnership with CDOT, SADD will educate teens and mobilize communities to ultimately reduce crashes, injuries, and fatalities.

Motor vehicle crashes continue to be a leading cause of death in Colorado. The 2022 Colorado Prevention Identification Report prepared by the Colorado Department of Transportation found that the number of young drivers ages 15-20 who were involved in a fatal crash increased by 11.9% from 2016 to 2020. This report also identified that eight percent of all drivers in fatal crashes in Colorado were between the ages of 15-20 in 2020. Inexperience was the leading contributing factor in injury and fatal crashes among young drivers (CDOT, 2022).

Teens continue to be over-represented in crashes, with inexperience and other risky behaviors being the leading causes. SADD's comprehensive approach is an essential tool that is used to address individual and communal factors that can reduce young driver crashes across the state. Through a focus on Core Performance Measures one, two, and nine from the 2022 Colorado Prevention Identification Report, SADD will play an instrumental role in working to reduce the number of traffic injuries and fatalities across the state, with a focus on drivers age 20 or younger (CDOT).

Countermeasure Strategy

School and Community Based Programs

Evaluation Measure(s)

SADD will work to increase the reach of the organization across the state. SADD will identify those communities with the highest crash rates for targeted intervention. SADD will evaluate the effectiveness of events in improving teen driver safety. SADD will consider each school that registers as a SADD chapter or participates in organized events. Evaluation will examine self-reported behavior and knowledge at the beginning of the year and the end of the year. SADD will track, monitor, and report the growth that teens share on the following areas:

- 1) Self-reported behavior in the past 30 days
- 2) Behavior of friends / peers in the last 30 days
- 3) Observational data / “rumored” data in the last 30 days
- 4) Risk perception on various traffic safety topics

Funding Source 402

Eligible Use TSP

Federal Funding \$297,862.94

Task Number 24-03-04
Project Name ThinkFast Interactive Events- Colorado
Contractor ThinkFast

Overview of Project

The ThinkFast Interactive (TFI) program, a for profit business, is a dynamic and inclusive award-winning prevention intervention program that uses a trivia-based game program format, designed around active learning theories to connect young people with factual, relevant information related to highway safety issues, customized to appeal to the teen driver audience. The FY24 Colorado TFI Teen Driver Safety programs will focus on informing future and current teen Coloradan drivers about safe driving as it relates to safe driving practices in their state in a fun and engaging way. The custom FY24 programs will focus on highway safety rules, regulations, associated penalties, passenger safety, graduated driver's license information, as well as a heavy focus on prevention measures as they relate to distracted driving, impaired driving, occupant protection, drowsy driving, speeding and other aggressive driving behaviors. These 50 programs will be offered to middle and high schools all across the state of Colorado as outlined by the state.

Countermeasure Strategy

School and Community Based Programs

Evaluation Measure(s)

A brief program survey will be administered to the participant group after exposure to the program for feedback. The feedback from the survey will be shared at the end of the program year.

Funding Source 402

Eligible Use TSP

Federal Funding \$150,000.00

Local Benefit \$150,000.00

Task Number 24-03-05
Project Name Eagle River Valley Safe Driving Efforts
Contractor Eagle River Youth Coalition (Mountain Youth)

Overview of Project

Young driver safety is important as the current Eagle County Health Improvement Plan reports motor vehicle crashes as the third leading cause for injury hospitalizations. From the local 2021 Healthy Kids Colorado Survey, 6% of high school drivers reported driving after drinking, 7% reported driving after marijuana use, 38% reported texting or emailing while driving, and 69% reported always wearing a seat belt when riding in a car. The 2019 rate of suspected alcohol crashes in Eagle County for drivers 16-20 is 1.5, and for drivers 16-34, it is 2.3.

The Eagle River Valley Safe Driving Efforts project will focus on young driver safety and awareness strategies in the Eagle River Valley portion of Eagle County with a goal of reducing high school youth reported high risk distracted and impaired driving (Healthy Kids Colorado Survey), and the rate of alcohol crashes in Eagle County. The project will also focus on improving alternative transportation options to prevent impaired driving.

Mountain Youth, a non-profit organization, 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 towns and 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. Staff and partners will coordinate and deliver early intervention services for youth with traffic safety behavior concerns and their parents/guardians that address and prevent future safety concerns, particularly impaired and distracted driving. 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. Training will also be provided for law enforcement, retailers, and community members to improve drug impairment recognition, responsible service practices, and ways to prevent high risk driving behaviors.

Countermeasure Strategy

School and Community Based Programs

Evaluation Measure(s)

The Eagle River Valley Safe Driving project will evaluate the project on an ongoing basis through process measures, post education outcome measures, annual local driving data, transportation program users, law enforcement shift reports, systems level changes, and biennial youth and parent survey data.

With all efforts, Mountain Youth will utilize the results of the biennial Healthy Kids Colorado Survey, biennial Eagle County Parent Survey, and the annual CDOT problem identification dashboard to assess outcomes and adjust efforts. Mountain Youth strive to be data informed and inclusive in all practices. Outcome measures will be used to determine effectiveness of efforts for the focus population, as well as to determine opportunities to improve strategies. Data will be shared with community leaders, partners, stakeholders, and the Safe Driving Steering Committee to inform decision-making as it relates to young driver and community safe driving efforts.

Funding Source 402

Eligible Use TSP

Federal Funding \$152,585.97

Task Number 24-03-06
Project Name Denver Booster/Seatbelt Engagement and Denver Teen Safe Streets
Contractor Denver Department of Transportation and Infrastructure (DOTI)

Overview of Project

In 2021 and 2022, Denver County had 84 fatalities (City & County of Denver, Vision Zero Annual Report 2022), the highest recorded number of transportation deaths in 20 years. Additionally in 2022, 18% of those fatalities were restraint/seatbelt related and 4% of those fatalities were under the age of 18 (City & County of Denver, Vision Zero Annual Report 2022). The goal of the Denver Booster and Seatbelt Engagement (BASE) and Teen Safe Streets (TSS) programs are to help decrease the number of unrestrained passenger vehicle occupant injuries and fatalities for all seat positions and to help reduce young driver fatalities in Denver County, respectfully. The continued funding of the Denver BASE and TSS programs will allow DOTI to further invest in efforts that will help decrease the number of unrestrained passenger vehicle occupant injuries and fatalities and help promote vehicle occupant safety in Denver County. Both programs will focus outreach efforts around Denver County but will place priority in DOTI Equity areas, and neighborhoods within close proximity to the City's High-Injury Network.

The Denver BASE Program will continue to focus efforts through Denver's Safe Routes to School (SRTS) Program and with community partners to help decrease the number of unrestrained passenger vehicle occupant injuries and fatalities for all seat positions. The BASE Program is being led by DOTI's Injury Prevention Program Administrator with assistance from a Program Coordinator, both are certified Child Passenger Safety Technicians. Together staff will integrate child passenger safety (CPS) education and seat belt use compliance into all community outreach at early education centers, elementary schools, recreation centers, local non-profit organizations and intra-city agencies that provide social services to families. Outreach efforts will also continue to work with families from undeserved populations who have children under the age of 13 and use motor vehicles as their primary mode of transportation.

The Denver TSS Program is being managed by the Injury Prevention Program Administrator and has a team of three Youth Advisors who will help with program development and implementation. The program works to increase knowledge of young drivers by promoting the Graduated Drivers Licensing Program, encourage safe driving behaviors for young drivers, and promote multi-modal transportation safety to keep all youth safe while traveling regardless of mode. The TSS program will serve youth ages 14 to 24, focusing primarily with high school students at Denver Public Schools, recreation centers, and youth-focused organizations in

Denver County, with intensified outreach in high equity areas and extending services to underrepresented populations within Denver County.

Countermeasure Strategy

School and Community Based Programs

Evaluation Measure(s)

The Denver BASE and TSS programs will use detailed evaluation measures to track and assess program effectiveness and document successful activities. Both programs will evaluate the program on an ongoing basis through process measures to include the number of events and the number of participants reached at events and intervention sites, observations, and analyzing data from focus groups, surveys and pre- and post-intervention knowledge assessments.

Funding Source 402

Eligible Use CP

Federal Funding \$197,875.56

Local Benefit \$197,875.56

Task Number 24-03-07
Project Name Project Data Analysis, Evaluation and Community Engagement
Contractor CDPHE

Overview of Project

The proposed project will fund staff in the Colorado Department of Public Health and Environment's Prevention Services Division to improve traffic safety in Colorado through four primary strategies 1) provide statistical data analyses and interpretation on fatality, serious injury, and behavioral data; 2) provide technical support to CDOT and community partners on data and best practice strategies; 3) increase community engagement, collaboration, and public participation; and 4) development of state level capacity, systems, and infrastructure to provide more consistent and comprehensive traffic safety planning and prevention across the state.

Countermeasure Strategy

School and Community Based Programs

Evaluation Measure(s)

CDPHE will submit quarterly reports identifying project status, progress made, and any challenges or barriers impacting progress toward objectives. Process and outcome measures will be used to measure progress toward objectives and activities. Examples of process measures include number of times the Problem Identification Dashboard is used, number of coalition and task force meetings facilitated and attended, number of collaborations on campaigns, number of statewide resources developed, number of partner evaluation plans completed, and number of educational sessions provided. Examples of outcome measures include changes made to systems impacting traffic safety partners and increases in partners' knowledge, confidence, and skills after participating in learning communities.

Funding Source 402

Eligible Use CP

Federal Funding \$483,854.52

Task Number 24-03-08
Project Name LEL Birk
Contractor NELE Consulting

Overview of Project

The Highway Safety Office (HSO) designates 4 Regional Law Enforcement Liaisons (3 part time and 1 full time) and one full time Law Enforcement Coordinator to coordinate all statewide training and activities for law enforcement partners.

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)

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

Funding Source 402

Eligible Use PT

Federal Funding \$47,952.36

Local Benefit \$47,952.36

Task Number 24-03-09
Project Name LEL Hunt
Contractor Hunt Safety Solutions

Overview of Project

The Highway Safety Office (HSO) designates 4 Regional Law Enforcement Liaisons (3 part time and 1 full time) and one full time Law Enforcement Coordinator to coordinate all statewide training and activities for law enforcement partners.

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)

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

Funding Source 402

Eligible Use PT

Federal Funding \$ 49,952.36

Local Benefit \$ 49,952.36

Task Number 24-03-10
Project Name LEL Brannan
Contractor Brannan, LLC

Overview of Project

The Highway Safety Office (HSO) designates 4 Regional Law Enforcement Liaisons (3 part time and 1 full time) and one full time Law Enforcement Coordinator to coordinate all statewide training and activities for law enforcement partners.

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)

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

Funding Source 402

Eligible Use PT

Federal Funding \$ 86,640.00

Local Benefit \$ 86,640.00

Task Number 24-03-11
Project Name MADD Colorado Court Monitoring Program
Contractor MADD

Overview of Project

CDOT's Fatal Crash Data began reporting statewide suspected impairment fatalities in 2014. That year, 488 people lost their lives on Colorado roadways; suspected impairment from alcohol or drugs factored into 165 or 33.8% of those deaths. By 2017, traffic fatalities had increased by 32.8% to 648 fatalities and suspected impairment fatalities rose to 233 deaths a 41.2% increase. The percentage of fatalities involving suspected impairment also rose to 36%. According to the most recent Colorado FARS report, the state experienced an increase in suspected impairment fatalities in 2021 totaling 244, a 9.5% increase from 2017.

In Colorado's Judicial Branch Annual Statistical Report for 2017, DU/DWAI filings dropped by 23% from FY13 to FY14, decreasing from 31,472 to 24,124 misdemeanor filings (prior to Colorado's Felony DUI law). Since then, DUI/DWAI filings have continued to drop, reaching 21, 713 DUI/DWAI filings in 2017 (including misdemeanor and felony charges)- a 31% decrease from 2014 to 2017.

Due to several challenges faced by law enforcement, impaired driving enforcement is dropping as measured by DUI and DWAI case filings. As reported by DUI Statistical Analyst, Allison Rosenthal in the 2019 Driving Under the Influence of Alcohol and Drugs Report, DUI Court filings steadily decreased from 2018, 2019, and 2019. 2017 had a total of 26,454 filings, 2018 that decreased to 26, 255 DUI court filings and that decrease continued in 2019 with a total of 26, 165, a continued downward trend tracked since 2013.

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, collected data about each case, and create reports regarding case disposition. They look for trends and court monitoring is promoting public interest in the justice system and sharing DUI case outcomes.

Court monitors operate in Morgan, Logan, Sedgwick, Phillips, Washington, Kit Carson, Yuma, El Paso, Teller, Denver, Jefferson, Gilpin, Arapahoe, Douglas, Boulder, Broomfield, Adams, Weld, Larimer, Mesa, and Pueblo counties.

Countermeasure Strategy

Training and Judicial Support

Evaluation Measure(s)

MADD Colorado will continue a focus on process evaluation:

- Evaluation Question: To what extent did MADD'S relationship with judicial, prosecution, and law enforcement partners increase?
- Evaluation Question: To what extent did MADD's relationships with college, university, and other community engagement events increase?
- Evaluation Question: To what extent did MADD's relationship with college interns and community volunteers increase? What changed for the volunteer/interns perception regarding activism/advocacy with non-profit work and/or MADD's Mission?
- Evaluation Question: To what extent did prosecution and sentencing of impaired driving cases change in the courtroom?
- Evaluation Question: Were the program activities completed as planned? Highlighted successes? What challenges occurred during implementation, and what strategies were implemented to work around them? What lessons were learned?

Funding Source 405d

Eligible Use M50T

Federal Funding \$295,842.93

Task Number 24-03-12
Project Name Vision Zero Motorcycle, Ped and Bicycle Safety Awareness Program
Contractor Denver Transportation Safety Division

Overview of Project

The Denver Department of Transportation and Infrastructure (DOTI) will utilize Community Traffic Safety funding to continue the Vision Zero Safety Awareness (VZSA) program to reduce traffic fatalities, serious bodily injuries (SBI), and overall crashes in the Denver region. VZSA will accomplish this through creating and disseminating culturally relevant messaging and marketing to reduce driving speeds, improving multimodal education, and ultimately decreasing instances of speed-related fatalities. The program employs a full-time Program Administrator (1 FTE) to continue proactive and targeted community engagement both within DOTI to inform transportation projects and programs, and externally with organizations and residents to promote transportation safety.

The VZSA will work to build relationships between Denver policy makers, decision-makers, and other community organizations to effect change at:

- the policy level for reducing speed-related crashes and fatalities,
- the environmental level by providing input on transportation-related city plans, programs, and Vision Zero priorities, and
- at a social level within Denver communities through education, encouragement, and promotion.

The VZSA Action Plan includes 4 main objectives:

- 5) utilize existing coalitions, advisory groups, and partnerships to continue targeted community engagement and dialogue, including a) create and maintain a listserv for regular Vision Zero updates, b) conduct at least 4 focus groups and at least 400 surveys, and c) attend meetings and groups already convening regarding transportation and safety.
- 6) partner within DOTI for policy, education, and infrastructure changes that reduce traffic fatalities in Denver, including a) coordinate with DOTI's Safe Routes to School program to create evidence-based multimodal safety curriculum, b) coordinate with DOTI's Community Active Living Coalition program and Policy Administrator to create a policy scan and assessment report, c) coordinate with DOTI's Booster & Seatbelt Engagement and Teen Safe Streets programs on child passenger safety, seatbelt usage, and teen driver safety, and d) coordinate projects, messaging and outreach within DOTI about safety on all DOTI projects.
- 7) partner with external organizations and community residents on initiatives that promote cultural shifts to safer travel behaviors and norms, including a) host or attend at least 4 community-based events, and b) coordinate with Community Streets and Micro-Grant programs to support community-led placemaking, educational, or traffic calming initiatives create and disseminate outreach materials, messaging, and social media campaigns, including a) creating a language access plan for the program, b) attending community events and

providing VZ messaging and activities, and c) coordinate with DOTI Vision Zero and Public Information Office (PIO) on long-term messaging strategies.

Countermeasure Strategy

School and Community Based Programs

Evaluation Measure(s)

The Vision Zero team will evaluate the project on an ongoing basis through completion & documentation of grant deliverables and records, traffic crash and fatality data, social/advertising/ in-person reach, demographics where available, and engagement data.

Evaluation questions include:

- 1) were program activities completed as planned? Tracked through engagement data and grant deliverables/records
- 2) How effectively has our grant reached diverse and disproportionately impacted populations? Tracked through engagement data, demographics where available, and grant deliverables/records
- 3) To what extent did the prevalence of speed-related fatalities and serious injuries decrease? Tracked through traffic crash and fatality data, focus group engagement, and non-primary data available such as CDOT driver behavior survey and City & County of Denver's Samsara monitoring program.
- 4) To what extent did attitudes change about real and perceived risks, systems, and mitigation strategies related to speeding? Tracked through qualitative focus group data and survey engagement data, and program deliverables and records.
- 5) To what extent did Vision Zero branding & messaging recognition increase? Tracked through qualitative feedback, engagement/reach numbers, and social/advertising/in-person reach numbers.

Funding Source	402	Eligible Use	CP
Federal Funding	\$117,765.60		
Local Benefit	\$117,765.60		

Task Number 24-03-13
Project Name Gunnison County Substance Abuse Prevention
Contractor Gunnison County

Overview of Project

Gunnison County Substance Abuse Prevention Project (GCSAPP) will reach all of Gunnison County, but will intensively target Gunnison County 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 social-ecological model in our 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 marijuana use and building readiness for ordinances that decrease underage consumption of alcohol and marijuana.

In order to address impaired driving, excessive alcohol and marijuana use and community norms favorable towards substance use in Gunnison County will work to; Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above; Reduce the number of drivers age 20 or younger involved in fatal crashes; and Reduce the number of fatalities in crashes involving a driver or motorcycle operator testing positive for +>5ng of Delta 9 THC.

Utilizing the GCSAPP Youth Coalition we will increase positive social norming and education around substance free youth events particularly on high risk nights and supporting youth and adults to build a community of like-minded people. Create an impaired driving campaign for youth by youth to share at events, social media, with parents, and at Driver's Education courses. Efforts will utilize a PYD approach including compensation for youth who are apart of the coalition.

Collect and analyze qualitative and quantitative community data around impaired driving. Conduct interviews with key partners and focus groups to learn about impaired driving prevention and increasing safe transit to reduce impaired driving.

Review quantitative data including DUI data, arrests, liquor outlet density, and hot spot mapping. Educate stakeholders on findings.

Collect and analyze community and HKCS data to understand our risk and protective factors, including building community readiness for social hosting ordinances by increasing understanding and equitable enforcement and educate the community on Gunnison County’s risk factors to keep a pulse on youth substance use rates, perception of harm and to track targeted program measures.

Provide classroom-based drivers education program in collaboration with the RE1-J School District that includes a Graduated Driver’s License program. 2 16-week classes in conjunction with the RE1-J School District and one 8-week summer program. Increase engagement and graduation of Hispanic youth.

Countermeasure Strategy

School and Community Based Programs

Evaluation Measure(s)

Past 30 binge drinking rate for high school youth from the Healthy Kids Colorado Survey compared longitudinally every two years from 2015 to 2023. Percentage of youth who binge drank in the last 30 days and rode in a vehicle with someone impaired from the Healthy Kids Colorado Survey compared longitudinally every two years from 2019 to 2023 Percentage of youth who binge drank in the last 30 days and drove a vehicle from the Healthy Kids Colorado Survey compared longitudinally every two years from 2019 to 2023. # of youth who complete the GDL course. # of responses to the GCSAPP 2023 Community Survey and data comparisons from 2017, 2020, and 2023. # of youth attending coalition meetings and activities.

Funding Source 402

Eligible Use CP

Federal Funding \$123,485.78

Local Benefit \$123,485.78

Task Number 24-03-14
Program Name 2024 Traffic Safety Summit
Contractor HSO

Overview of Project

The HSO will host the 2024 Highway Traffic Safety Summit in July 2024. Location TBD.

The purpose of this summit is to provide a Statewide forum for sharing information on best practices in engineering, enforcement, education, and equity to identify current and new approaches to reduce the number of traffic fatalities on Colorado's roadways.

The Summit will:

- Convene traffic safety partners and community groups from around the State to identify and address traffic safety challenges;
- Provide training, technical assistance and funding opportunities to address the continued increase in traffic fatalities;
- Provide technical assistance and funding opportunities to underserved and diverse community level projects that require community engagement and inclusion for success; and
- Provide opportunities for STSP groups to reconvene, provide updates and continue implementation plans for the STSP .

Expenses related to the hosting of the conference include coordination of the event, speaker costs, meeting space, meal costs and scholarships for attendees.

Countermeasure Strategy

Program Management

Evaluation Measure(s)

of attendees

Funding Source 402

Eligible Use CP

Federal Funds \$125,000.00

Task Number 24-03-15
Project Name Community Traffic Safety
Contractor Rural Communities Resource Center

Overview of Project

RCRC will use data from out media campaigns and public safety announcements as an approach to address the traffic safety problems that were identified. RCRC will include teens throughout Yuma and Washington counties to help advertise awareness or safety messaging when appropriate. The seat belt survey and other data collected from FY22 will also help give necessary information and education to decision and key stakeholders throughout both counties. RCRC will provide Buckle Up in the Back Seat (BUBS) in six of the nine schools to 3rd-5th graders as this group tends to wear their seat belts less. Some of the topics in BUBS are seatbelt position, inertia, airbags, injury statistics, crash forces and the impact on each passenger.

Another main focus is debunking myths about seatbelt use as well as how they (the student) can be influential on others in the vehicle. RCRC will provide four Resource Fairs and participate in four health fairs provided by the Early Childhood Council, where GDL and CPS information and education will be available and provided. CPS techs will continue to do outreach at each mobile pantries throughout the twelve month funding cycle which will reach 40 parents. CPS techs will also provide seat checks in each county to reach parents who do not attend mobile pantries. Washington County Tablesetters, a local non-profit, has provided funding in the past for car seats. RCRC will continue to seek funding in 2024 for additional car seat funding.

RCRC will continue to grow engagement with the Spanish speaking community in both counties; developing activities or programs to reach this demographic. RCRC will continue to refer schools to the SADD program and invite SADD and MADD to Action Team in Washington County and Linking Yuma County in Yuma County, the stakeholder meetings, to bring information to our counties for at least one quarter.

Countermeasure Strategy

School and Community Based Programs

Evaluation Measure(s)

Evaluation results using the annual evaluation plan created with CDPHE will determine if the program is meeting the intended outcomes. A data entry system is in place to record information which will include formative (feedback on satisfaction surveys, pre/post surveys-qualitative), process (service information and number of families services-quantitative) and outcome (information on program success relating to objectives and outcomes) evaluation.

Funding Source 402

Eligible Use CP

Federal Funding \$83,000.00

Task Number 24-03-16
Project Name Traffic Safety Marketing Campaigns
Contractor Alliance

Overview of Project

Alliance 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)

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

Funding Source	402	Eligible Use	CP
Federal Funding	\$396,000.00		
Local Benefit	\$396,000.00		

Task Number 24-03-17
Project Name Families Acting for Community Traffic Safety
Contractor FCCLA

Overview of Project

The goal of this program is to increase youth awareness and knowledge of traffic safety laws and risks, improve access to traffic safety resources for young drivers in Colorado, and promote the importance of traffic safety through community engagement. FCCLA's project will focus on implementing peer-to-peer traffic safety projects in schools across Colorado. By utilizing the FCCLA Families Acting for Community Traffic Safety (FACTS) program, students will conduct a comprehensive community assessment to identify the most pressing traffic safety concerns in their respective areas. Participating Colorado FCCLA Students will gather data on local traffic crash statistics, road conditions, driver behaviors, and other relevant factors. With this information, participating Colorado FCCLA Members 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.

FCCLA's partnership with the Colorado Department of Transportation will involve a comprehensive approach to traffic safety, encompassing distracted driving prevention, impaired driving prevention, and seatbelt use. Additionally, FCCLA will encourage its student members in Colorado to connect with their local traffic safety and law enforcement agencies for resources and support. To gather input and feedback from community members and project partners, participating FCCLA Chapters will conduct focus groups, community assessments, and utilize social media outreach strategies to develop their projects. FCCLA Chapters will use these tools to gain insights into traffic safety needs and interests to identify opportunities for engagement and collaboration.

According to CDOT's performance measures, Colorado has experienced a significant number of unrestrained passenger vehicle occupant fatalities, speeding-related fatalities, and distraction-affected fatal crashes. To provide a comprehensive understanding of the issue, data from the Colorado Department of Transportation Crash Data Dashboard reveals that between January 1, 2010, and May 9, 2023, there were a total of 263,811 occupants aged 16-20 involved in traffic crashes within the state. This data underscores the urgency and importance of addressing traffic safety among young drivers and passengers.

Colorado FCCLA has a strong presence in the state, with a total membership of 1,931 student members across 100 chapters located in 36 different counties. These counties include Adams, Arapahoe, Baca, Boulder, Broomfield, Conejos, Costilla, Delta, Denver, Douglas, Eagle, El Paso, Elbert, Fremont, Grand, Jefferson, La Plata, Larimer, Las Animas, Logan, Mesa, Moffat, Montezuma, Montrose, Morgan, Otero, Phillips, Pitkin, Prowers, Pueblo, Rio Blanco, Summit, Teller, Washington, Weld, and Yuma.

Countermeasure Strategy

School and Community Based Programs

Evaluation Measure(s)

Increase youth awareness and knowledge of traffic safety laws and risks and provide them with tools to assist in their work. Increase public responsibility and awareness in their role in preventing traffic-related crashes. Total number of peer-to-peer traffic safety projects developed by Colorado FCCLA Members. Total number of community members reached through peer-to-peer traffic safety projects developed by Colorado FCCLA Members.

Funding Source 402

Eligible Use TSP

Federal Funding \$150,002.26

Task Number 24-03-18
Project Name Traffic Safety Champion
Contractor Pikes Peak Area Council of Governments

Overview of Project

The goal of this project is to coordinate, lead, and revive traffic safety education efforts and collaborations within El Paso, Teller, and Park Counties, largely through the establishment and effort of a safety champion for the Pikes Peak region who will work with the Pikes Peak Area Council of Governments (PPACG) and Drive Smart Colorado (DSCO).

Crashes resulting in fatalities and serious injuries are trending upward within the Pikes Peak region. In 2022, El Paso County had the most fatalities of any county in Colorado at 83, according to the Colorado Department of Transportation. Crash data from 2015 through 2019 compiled by PPACG identified 337 fatalities and 1,337 serious injury crashes. Recognizing worsening trends in traffic safety, PPACG launched a Community Safety Traffic Education Review, the goal of which was to identify existing traffic safety education efforts as well as challenges, opportunities, and gaps. One of the largest findings of this report was a lack of coordination in safety activities.

This project will establish a safety champion that will reestablish DSCO as a nexus for traffic safety efforts in the region and enhance programs in the future. Reestablishing DSCO as a focal point for regional traffic safety education, collaboration, and communication will leverage resources and participation of community-level institutions to increase awareness and create change, with the ultimate goal of reducing vehicle fatalities and serious injuries per vehicle miles traveled. Specifically, the safety champion will support and enhance the Pikes Peak Traffic Safety Coalition and engage new stakeholders, particularly in the private sector. PPACG will also develop and conduct a media campaign, augmenting existing efforts and targeting rural areas and traditionally underserved communities and Disproportionately Impacted Communities within the Pikes Peak region.

Finally, this project will directly target teen and older drivers. The safety champion will initiate planning of a teen safety "summit" or other activity, targeting high schools in the tri-county area. This effort will be refined as the project develops a better understanding of potential partnerships and effective messaging and platforms with which to reach young drivers. The project will support older drivers by publishing Colorado's Guide for Aging Drivers and Their Families, which is developed by our partner, Health Promotion Partners.

Countermeasure Strategy

School and Community Based Programs

Evaluation Measure(s)

Decrease crashes resulting in fatalities and serious injuries per vehicle mile traveled and increase public understanding of traffic safety through supporting educational efforts region-wide. Increase the number of stakeholders, volunteers, and activities taking place within the Pikes Peak region that support the goal of reducing fatal and serious injury crashes.

Funding Source 402

Eligible Use CP

Federal Funding \$149,965.20

Local Benefit \$149,965.20

Task Number 24-03-19
Project Name Fitness to Drive Initiative
Contractor Health Promotion Partners, LLC

Overview of Project

Young drivers and drivers over the age of 65 are both 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 goal of the Fitness to Drive Initiative is to reduce fatalities and serious injuries among vulnerable citizens, specifically neurodivergent novice drivers and drivers aged 65 and older. To impact these areas, we need to understand how decisions are made about whether and to that extent these vulnerable road user groups are on Colorado's roads and how we can improve safety of these groups.

Research has emphasized that medical team members can play a more active role in preventing motor vehicle crashes by assessing and counseling older adult drivers regarding their fitness to drive, recommending safe driving practices, referring older adults to driver rehabilitation specialists, advising or recommending driving restrictions, and referring older adults to State licensing authorities when appropriate (Pomidor, A, eds, 2019).

For the neurodiverse novice driver population there is emerging evidence pointing to the need for specialized driver training to influence road safety for teens with autism spectrum disorder and ADHD (Wilson et al, 2018). Work with national and local experts to develop a pilot program - Driving Readiness Boot Camp for Neurodivergent Youth. This includes purchase of a virtual reality driving simulator for use in the pilot program. This will provide specialized virtual training for neurodivergent youth. Pre and post data will be collected on the pilot program.

Countermeasure Strategy

School and Community Based Programs

Evaluation Measure(s)

of attendees and participants at Statewide community and professional events; Surveys of knowledge gained from programs; #r of CarFit events and participants; CarFit exit surveys; #of OT student experiences shadowing a driving evaluation; Surveys of OT students; # of Older Driver Guides delivered; Feedback from Guide Surveys; Qualitative data from pilot program for neurodivergent youth.

Funding Source 402

Eligible Use RS

Federal Funding \$78,398.28

Capital Equipment \$13,000 - one driving simulator, make and model TBD

Task Number 24-03-20
Project Name SLV P.R.O.M.
Contractor County of Alamosa

Overview of Project

The featured program intervention will be conducted by local first responders (Law Enforcement, Doctors, Nurses, EMTs, Paramedics, Firefighters) working together to share their skills and knowledge through educational training and activities for all 14 high school across the San Luis Valley and within the 6 counties (Alamosa, Costilla, Conejos, Mineral, Saguache Rio Grande).

The focus of the training and activities is to prevent further motor vehicle accidents due to driving under the influence of drugs or alcohol, speeding, unrestrained injuries and to raise awareness keep the community safe. The program will target high school age students through the collaboration of working with the school staff, principal and superintendent. The goal of the grant is to have the schools adopt the programs mission in order to allow these activities and trainings continue well after the grant ends. 2021 Data indicated the San Luis Valley had 17 fatalities, 51 serious injuries, 1 driver under the age of 21 in fatal crash, 6 occupant fatalities unrestrained, 7 speeding related fatalities. 2022 the performance measures indicated the San Luis Valley had 10 fatalities, 10 serious injuries, 1 driver under the age of 21 in fatal crash, 4 occupant fatalities unrestrained, 3 speeding related fatalities, In 2022 the SLV VRU reported 27 total victims involved in a MVA, 4 victims from DUI/DWI charges and 23 victims from other vehicular victimization. 2 of the victims were under the age of 12, 4 victims were between the age of 13-17 and 6 victims were between the age of 18-24.

As of January 2023 to March 15th; there has been one teen fatal accident in the Valley due to weather conditions and not being restrained.

For this project the target age to serve will be high school age students between the ages of 13-20. However, this does not include the individuals that will receive the information during the community events and through social media.

Countermeasure Strategy

School and Community Based Programs

Evaluation Measure(s)

With the collaboration of multiple first responder agencies, the program will evaluate the effects of the project using the benchmark process with the data available by the state, the hospital's trauma team, the crime rate in regards to DUI/DWI and other vehicular victimizations, image trend data from EMS agencies and through surveys provided before and after each school event.. Through the data and feedback collected, the board members will analyze the project's results and make the appropriate changes before the next year's events. Progress of the project will be based on the knowledge retained from the students throughout the years, the attitude, behavior and the changes in numbers.

Funding Source	402	Eligible Use TSP
Federal Funding	\$136,025.54	
Local Benefit	\$136,025.54	

Task Number 24-03-21
Program Name Older and Wiser
Contractor Native American Broadcasting

Overview of Project

The goal for this project is to increase the use of Public Transit in Western Colorado by adults 65 and older by 10%. This grant serves Adults 65 and Older in the following Colorado Counties: La Plata, Montezuma, Mesa, Garfield, Dolores, San Miguel, Delta, Ouray, and Montrose. The target audience is adults 65 and older.

The "Older and Wiser" Campaign educates and informs drivers about the medical and mobility issues that indicate a driver 65 years or older may need to adjust their driving habits and practices. The secondary target is drivers, and caretakers for older adults.

Native American Broadcasting Company has developed partnerships with local media which includes partnerships with TV, Radio, and Newspapers on the Western Slope to help reach the ridership goal.

Countermeasure Strategy

Older Drivers

Evaluation Measure(s)

of Regional PSA Campaigns to promote the local public transit services. # of thirty-second "How to Ride" Transit Training Videos/TV Ads that will support All Points Transit, Roadrunner Transit and Grand Valley Transit.

Funding Source 402

Eligible Use OD

Federal Funding \$36,940.00

Task Number 24-03-22
Project Name CORD-Coalition On Responsible Driving
Contractor Onward DBA School Community Youth Collaborative

Overview of Project

School Community Youth Collaborative's (SCYC) Coalition on Responsible Driving (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 use 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, youth substance use, and seatbelt safety. CORD will utilize a Positive Youth Development Framework, to develop substance use prevention strategies, to encourage safe driving, and to provide additional pro-social opportunities within our community. This approach will effectively reduce risk factors and increase protective factors around impaired driving.

The main purpose of the work is to reduce the number of alcohol related activities and 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.

In addition, the Coalition developed and distributed a community-wide survey to better understand people's current perspective on community norms. This approach was informed by the strategy of Positive Community Norming, (PCN) developed by Jeff Linkenbach and the Montana Academy. The PCN Strategy utilizes "positive peer pressure" to encourage healthier behaviors by correcting community mis-perceptions.

Countermeasure Strategy

School and Community Based Programs

Evaluation Measure(s)

Project Evaluation: SCYC has been a part of this project for 5 years. During this time SCYC and partners have worked directly with a project evaluator who has developed a comprehensive evaluation plan for our impaired driving work. With the support of our CORD Coalition Coordinator, partners gather data directly related to our action plan and goals.

Funding Source 402

Eligible Use CP

Federal Funding \$185,000.02

Task Number 24-03-23
Project Name LEL Potter
Contractor Crankset Research and Consulting

Overview of Project

The Highway Safety Office (HSO) designates 4 Regional Law Enforcement Liaisons (3 part time and 1 full time) and one full time Law Enforcement Coordinator to coordinate all statewide training and activities for law enforcement agencies in their designated region. The Regional LELs will encourage partners and stakeholders within state and local organizations to work and collaborate with law enforcement, healthcare providers and media whenever possible 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)

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

Funding Source 402

Eligible Use PT

Federal Funding \$47,140.00

Local Benefit \$47,140.00

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

Overview of Project

In 2020, the Colorado State Patrol conducted an analysis of the five line-of-duty deaths and ninety-six other struck-by incidents which have occurred within the agency over the last five years. In addition, data shows construction/work zone fatalities in the State have increased

Construction Zone	Total
2018	3
2019	8
2020	13
2021	10
2022	10
2023 *	6

One of the action plan items which resulted from this analysis was **continuous messaging** to educate the public about the Colorado “Slow Down, Move Over” law and to keep the appropriate driving behavior top of mind.

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 proactive communications campaign Statewide.

Countermeasure Strategy

Communication Program

Evaluation Measure(s)

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

Funding Source 405h

Eligible Use M12BPE

Federal Funding \$75,000.00

Traffic Records

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.

Task Number 24-41-03
Project Name Traffic Records Coordinator
Contractor Traffic and Safety Engineering Branch

Overview of Project

This project is to supply Colorado with 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 has the ability to 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-chair-person, STRAC secretary and 405C grant manager.

Countermeasure Strategy

Traffic Records

Steps planned to achieve the project objective include:

- Improve accuracy and completeness of crash data obtained through the DR 3447 crash report through improvements to the Investigating Officers Crash Reporting Manual, additional training efforts, and outreach.
- Work 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.
- 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. Work with STRAC members and other agencies to facilitate development of project scopes and schedules. Work with partners to initiate and complete projects within the 405c grant cycle.
- Represent the CDOT Traffic Safety Engineering (TSE) Branch as the TRC as needed in training seminars and STRAC activities.

Evaluation Measure(s)

- 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)

Evaluation Measure(s): R-C-1, C-T-2, C-X-1

Funding Source 405c Promised Project

Eligible Use M3DA

Federal Funding \$ 297,200.00

Task Number 24-04-04
Project Name Tech 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), similar to 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, etc.).

Countermeasure Strategy

Traffic Records

Evaluation Measure(s)

This project addresses all of traffic record’s performance measures as it trains Project Managers to handle the changing needs of traffic records better and to manage their projects better. It does not target any particular measure. Evaluation Measure: Professional Development - All Performance Measures

Funding Source 405c Eligible Use M3DA

Federal Funding \$ 25,000.00

Task Number 24-04-05
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

Traffic Records

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 405c Eligible Use M3DA

Federal Funding \$30,000.00

Task Number 24-04-06
Project 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 greatly 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

Traffic Records

Develop DR 3447 web form to improve the timeliness of crash reporting to DOR
Develop an automatic report to provide feedback of missing data to the data collectors to improve the completeness of crash data

Evaluation Measure(s)

Improve timeliness and completeness for the Colorado Crash data Evaluation Measure(s): C-T-1 Crash Timeliness; C-C-2 Crash completeness

Funding Source 405c

Eligible Use M3DA

Federal Funding \$237,360.00

Task Number 24-41-07
Project 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 frame work is completed with only 10 test e-ticket units. WPD has historically taken a firm stance in regards to 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

Traffic Records

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 405c

Eligible Use M3DA

Federal Funding \$181,010.00

Task Number 24-41-08
Project Name DRCOG Crash Data Consortium
Contractor DRCOG

Overview of Project

DRCOG, a nonprofit, membership organization of local governments covering Adams, Arapahoe, Boulder, Bromfield, Clear Creek, Denver, Douglas, Gilpin and Jefferson counties, is applying for a 405c grant to continue to fund the term staff position of a crash data consortium coordinator. This position was filled through a 405c grant in FY23 and is responsible for performing a comprehensive needs assessment and inventory of current crash data collection and use practices, gathering consortium requirements, and convening a crash consortium for the DRCOG region. This position was originally intended to be a minimum 1-year term position and potentially up to 2 years. This grant application will extend the length of the previously approved grant from the original one-year grant to two years in line with the original vision of the grant. The grant milestones have been updated to reflect a two-year timeline that will allow DRCOG to more fully perform the research and stakeholder engagement necessary to achieve the goals of the grant. The primary goals of the consortium would be to inventory the needs of the region and work to solve common issues with data collection, processing, and analysis of crash data. DRCOG staff plans to maintain the consortium after the term position has ended and will continue to work with stakeholders to improve crash records in the Denver region. DRCOG also recognizes this 405c grant is not intended to fund this position long-term. A primary goal of this position – and this grant – is to demonstrate proof-of-concept and the value-add of the crash consortium such that the consortium would contribute funding to sustain this effort over time.

This is similar to how DRCOG works with stakeholders on other data initiatives, such as the Denver Regional Aerial Photography Project (DRAPP).

Countermeasure Strategy

Traffic Records

- Develop solutions and implement based on the survey and need assessment by September 30, 2024

End of year survey/consortium meeting by September 30, 2024

Evaluation Measure(s)

Improve completeness and accessibility for the Colorado Crash data Evaluation Measure(s):

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 405c Promised Project

Eligible Use M3DA

Federal Funding \$181,200.00

Task Number 24-04-09
Project Name CDOT Crash Data Dashboard 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 aforementioned core needs of the key users specifically

relative to accessibility to crash data. The final 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 data, CDPHE data, etc.),
- 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, etc.),
- 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

Traffic Records

Evaluation Measure(s)

Improve accessibility for the Colorado Crash data

Evaluation Measure(s): C-X-I Crash Accessibility

- 8) To measure Accessibility, the principal users of the crash data dashboard will be identified
- 9) 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.
- 10) 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).
- 11) The method of data collection and the principal users' responses will be thoroughly documented.

Funding Source 405c
Federal Funding \$392,000.00

Eligible Use M3DA

Task Number 24-04-10
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 substantially 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

Traffic Records

Evaluation Measure(s)

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

Following the completion of this project, at least 99% of off-highway system crash records will be assigned coordinates and linear reference route & measure attributes for 2017 - 2021.

Funding Source 405c

Eligible Use M3DA

Federal Funding \$66,790.00

Occupant Protection and Child Passenger Safety

In Colorado in 2022 preliminary data indicates there were 761 traffic fatalities, of those, 221 involved an unrestrained occupant and the 2022 seat belt survey estimated usage is 87%.

Child passenger safety (CPS) inspection stations are designed to 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. This strategy is part of a comprehensive, evidence-based effort to improve occupant protection statewide in order to reduce the prevalence of unrestrained injuries and fatalities.

Funding for this and all other strategies are distributed based on problem identification.

Task Number 24-05-01
Project Name Colorado State Patrol Child Passenger Safety Program
Contractor Colorado State Patrol

Overview of Project

In Colorado in 2022 data indicates there were 404 traffic fatalities tracked by CSP. Of those, 105 involved an unrestrained occupant and of those 0 involved an occupant under the age of 14. Colorado State Patrol (CSP) which has statewide traffic outreach will increase the number of newly certified/re-certified child passenger safety technician and increase the number of Child Passenger Safety (CPS) awareness education and enforcement activities in all 5 CSP districts.

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 CPS 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.

The specific strategies of the Colorado State Patrol Child Passenger Safety program are as follows:

- Increase the number of newly certified/re-certified child passenger safety technicians.
- Increase the number of Child Passenger Safety (CPS) awareness education and enforcement activities as measured by OT hours in CSP districts.

Countermeasure Strategy

Child Restraint Systems

Evaluation Measure(s)

of courses held in identified areas to increase the number of newly certified/re-certified child passenger safety technicians in under-served areas and across the state; # 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 405b

Eligible Use M2TR/M2HVE

Federal Funding \$357,039.02

Task Number 24-05-02
Project Name Community Traffic Safety
Contractor HealthONE/Swedish Medical Center

Overview of Project

The proposed project will fund Swedish Medical Center's child passenger safety, teen driver, and older adult driver efforts throughout the Denver Metro Area.

Funding for this project will support the following activities:

- Car/booster seat fit station
- Child Passenger Safety Collaborative of Colorado (CPSCC) efforts which includes educational session and a voucher program that offers free car/booster seats.
- Child passenger safety education for inpatients prior to discharge
- Impact Teen Drivers program
- CarFit station and program

Success of the overall grant will be evaluated by changes in the data reported on respective performance measures in the Colorado Motor Vehicle Problem ID report from 204 to 2026.

Additionally, each of the 3 focus areas (child passenger safety, teen driving, and older adult drivers) will have pre/post-tests to gauge change in knowledge and behaviors before and after the education has been provided.

Countermeasure Strategy

School and Community Based Programs

Evaluation Measure(s)

of contacts and # of events

Funding Source 402

Eligible Use CP

Federal Funding \$57,221.00

Task Number 24-05-03
Project Name OP Tech Transfer
Contractor HSO

Overview of Project

The purpose of the occupant protection technology transfer funds is to provide training, community outreach and coalition building for traffic safety educational programs Statewide. The funds are also used to send HSO partners and stakeholders to national conferences such as the Lifesavers Conference. The HSO is the host agency for Lifesavers 2024 and will offer traffic safety stakeholders assistance with registration and other attendance costs.

Countermeasure Strategy

Program Management

Evaluation Measure(s)

of people trained, # of coalitions established.

Funding Source 402

Eligible Use CP

Federal Funding \$75,000.00

Task Number 24-05-04
Project Name Local Law Enforcement Agencies - Click It or Ticket (CIOT)
Contractor Statewide LLEAs

Overview of Project

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 2022 was 87% and in 2021, preliminary data indicates that 236, or 49%, of people who died in an occupant motor vehicle crash were not wearing a seatbelt. While this is an improvement from 2021, the Statewide seat belt usage rate is below the national average.

The goal of this project is to encourage all Colorado local law enforcement agencies to aggressively enforce the occupant protection laws through a combination of enforcement, education, and awareness. This project supports overtime 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)

of citations issued.

Federal Funding 402 Eligible Use OP

Federal Funds \$475,000.00

Local Benefit \$475,000.00

Task Number 24-05-05
Project Name Seat Belt Survey
Contractor Atelior, LLC.

Overview of Project

Traffic fatalities are on the rise in recent years. Statistics from NHTSA show Colorado lost 622 lives in traffic fatalities in 2020 with this figure increasing to 696 in 2021, an increase of 11.89% in one year. Many of these fatalities could have been prevented if all drivers and passengers would wear their seat belts.

Atelior conducts an annual seat belt study to determine the seat belt usage rate across Colorado. 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 402

Eligible Use OP

Federal Funding \$261,632.54

Task Number 24-05-06
Project Name Traffic Safety Recognition Events
Contractor HSO

Overview of Project

Two regional recognition events will be hosted in 2024. These recognition events will recognize law enforcement officers for their dedication and commitment to enforcing seat belt, impaired driving, and speed enforcement in the State.

Countermeasure Strategy

Program Management

Evaluation Measure(s)

of people trained, # of coalitions established.

Funding Source 402 Eligible Use PT

Federal Funding \$70,000

Communications

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 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 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 in 2021, the HSO will continue to focus heavily on media buys in 2023 to showcase the creative materials. In addition, media buys will be consolidated and reused in order to create additional efficiencies that will result in larger, public-facing media campaigns. Finally, these campaigns will also continue to use earned media and stakeholder engagement to generate additional public awareness.

Task Number 24-08-01
Project Name High-Visibility DUI Enforcement - PR/Evaluation
Contractor R&R, CIG, Corona

Overview of Project

According to data from the Colorado Department of Transportation, in 2021, there were 216 motor vehicle deaths involving an alcohol-impaired driver, and from 2021 to 2022 there was an increase in impaired driving fatalities by 26%. There were 691 lives lost on Colorado roads in 2021, up 50% since 2011. Nearly 37%, or 246, of those deaths involved an impaired driver. Since 2019, there has been a 44% increase in the number of fatalities involving an impaired driver.

According to NHTSA’s Countermeasures That Work, the most effective strategies to reduce driving while impaired by drugs or alcohol include high visibility enforcement and saturation patrols paired with mass media campaigns.

This project will conduct the mass media portion of the high visibility The Heat Is On enforcement campaign. Associated costs include public relations and the development of creative material, along with research on impaired driving knowledge, behaviors and campaign effectiveness.

Evaluation Measure(s)

Project evaluation will be based on process and outcome measurements. This will include amount 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. Outcomes will be based on number of media impressions produced by the campaign. Data will be recorded within one month after the end of the campaign. Such numbers are tracked by month on a spreadsheet, which allows for further analysis. Data on fatalities comes from FARS and data on self-reported drunk driving comes from CDOT’s annual driver survey. This outcome directly addresses the objective for this project.

Funding Source 405d Eligible Use M5PEM

Federal Funding \$210,000.00

Task Number 24-08-02
Project Name High-visibility DUI Enforcement - Paid Media
Contractor Vladimir Jones

Overview of Project

According to data from the Colorado Department of Transportation, in 2021, there were 216 motor vehicle deaths involving an alcohol-impaired driver, and from 2021 to 2022 there was an increase in impaired driving fatalities by 26%. There were 691 lives lost on Colorado roads in 2021, up 50% since 2011. Nearly 37%, or 246, of those deaths involved an impaired driver. Since 2019, there has been a 44% increase in the number of fatalities involving an impaired driver.

According to NHTSA’s Countermeasures That Work, the most effective strategies to reduce driving while impaired by drugs or alcohol include high visibility enforcement and saturation patrols paired with mass media campaigns.

This project will conduct the mass media portion of the high visibility The Heat Is On enforcement campaign. Associated costs include media buys and media buying consultants.

Evaluation Measure(s)

Project evaluation will be based on process and outcome measurements, including paid media coverage, increases in safety awareness among drivers, and /or observed decrease in motor vehicle injuries and fatalities. Outcomes will be based on number of media impressions produced by the campaign. Data will be recorded within one month after the end of the campaign. Such numbers are tracked by month on a spreadsheet, which allows for further analysis. Data on fatalities comes from FARS and data on self-reported impaired driving comes from CDOT’s annual driver survey. This outcome directly addresses the objective for this project.

Funding Source 405d

Eligible Use M5PEM

Federal Funding \$440,000.00

Task Number 24-08-03
Project Name High Visibility DUI Enforcement - DUI and Paid Media
Contractor Hispanidad

Overview of Project

According to data from the Colorado Department of Transportation, in 2021, there were 216 motor vehicle deaths involving an alcohol-impaired driver, and from 2021 to 2022 there was an increase in impaired driving fatalities by 26%. There were 691 lives lost on Colorado roads in 2021, up 50% since 2011. Nearly 37%, or 246, of those deaths involved an impaired driver.

According to NHTSA’s Countermeasures That Work, the most effective strategies to reduce driving while impaired by drugs or alcohol include high visibility enforcement and saturation patrols paired with mass media campaigns.

This project will focus on Hispanic males 21-54 with a culturally and linguistically relevant Heat is On and other messages designed for mass media and public relations campaigns to remind this segment of the importance of not driving impaired.

Countermeasure Strategy

The rationale for selecting this countermeasure strategy is that it is an evidence-based countermeasure as identified in NHTSA's Countermeasures That Work. All ten identified countermeasures include a Communications and Outreach element as an effective countermeasure.

Evaluation Measure(s)

Project evaluation will be based on process and outcome measurements. This will include amount of materials distributed, paid media coverage, earned media coverage, social media activity, and /or observed decrease in motor vehicle injuries and fatalities. Outcomes will be based on number of media impressions produced by the campaign. Data will be recorded within one month after the end of the campaign. Such numbers are tracked by month on a spreadsheet, which allows for further analysis. Data on fatalities comes from FARS. This outcome directly addresses the objective for this project.

Funding Source 405d Eligible Use M5PEM

Federal Funding \$160,000.00

Task Number 24-08-04
Project Name Motorcycle Safety - Driver Awareness
Contractor CIG, Vladimir Jones, R&R

Overview of Project

According to the Colorado Department of Transportation, there were 149 motorcyclist fatalities in 2022, a 44% increase since 2019. Of the 149 motorcyclists who died in 2022, 75 were not wearing helmets. In 2022, the 149 motorcyclists that were killed on Colorado roads represented 20% 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 15.1% in 2023.

According to NHTSA's Countermeasures That Work, communication and outreach on driver awareness of motorcyclists is an identified strategy.

This project will help educate drivers on precautions to avoid motorcycle collisions and increase general awareness of importance of watching for motorcycles on the road. The tactics will include a paid media buy, development of creative assets, public relations and media outreach.

Evaluation Measure(s)

Project evaluation will be based on process and outcome measurements. This will include amount of materials distributed, earned 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. The outcomes directly address the objective for this project.

Funding Source 405f Eligible Use M11MA

Federal Funding \$95,000.00

Task Number 24-08-04
Project Name Motorcycle Safety – Driver and Awareness
Contractor CIG, Vladimir Jones, R&R

Overview of Project

According to the Colorado Department of Transportation, there were 149 motorcyclist fatalities in 2022, a 44% increase since 2019. Of the 149 motorcyclists who died in 2022, 75 were not wearing helmets. In 2022, the 149 motorcyclists that were killed on Colorado roads represented 20% 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 15.1% in 2023.

According to NHTSA's *Countermeasures That Work*, communication and outreach on conspicuity and protective gear is an identified strategy. Specifically promoting helmet use is another identified strategy.

This project will help educate motorcyclists on the benefits of protective gear, helmet use and conspicuity. Funds could also be used for awareness campaigns targeting drivers to use caution around motorcyclists. It will include a paid media buy, development of creative assets and media outreach.

Evaluation Measure(s)

Project evaluation will be based on process and outcome measurements. This will include amount of materials distributed, earned 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. The outcomes directly address the objective for this project.

Funding Source 402 Eligible Use MC

Federal Funding \$140,000

Task Number 24-08-05
Project Name CIOT Seat Belts PLUS Rural Seat Belts- PR/Eval
Contractor CIG, R&R, Corona, Vladimir Jones

Overview of Project

According to the Colorado Department of Transportation, passenger vehicle occupant fatalities without restraint increased by 19% from 2021 to 2022. Data shows that when you wear a seat belt, the chance of injury or death is reduced by 50%. The seat belt use rate of Colorado is at 87% which is well below the national use average of 92%. In 2022, there were 236 unbuckled fatalities in Colorado. The counties with the highest number of unbuckled fatalities were Adams (27), El Paso (22), Pueblo (22), Weld (22) and Denver (21). Overall, the higher sea belt compliance counties tend to be the more densely populated urban counties.

According to NHTSA’s Countermeasures That Work, effective high-visibility communications and outreach are an essential part of successful seat belt law high-visibility enforcement programs. Additionally, communications and outreach campaigns directed at low-belt-use groups have been demonstrated to be effective for targeted programs that support and are supported by enforcement.

This project will conduct the mass media portion of the statewide Click It Or Ticket enforcement campaign. Associated work includes public relations and publicity during three CIOT campaigns, creative consultation, and a research report that measures statewide seat belt safety knowledge, behaviors and campaign effectiveness. The project will conduct significant outreach in rural Colorado, including a paid media buy, utilizing a targeted approach in high risk areas.

Evaluation Measure(s)

Project evaluation will be based on process and outcome measurements. This will include amount of materials distributed, earned media coverage, social media activity, increases in safety awareness among drivers, and /or observed decrease in motor vehicle injuries and fatalities. Data will be recorded within one month after the end of the campaign. The earned media impressions will be tracked by month on a spreadsheet, which allows for further analysis. Fatality data will come from NHTSA and behavioral data will come from CDOT’s annual driver survey and its annual seat belt use study. These outcomes directly address the objective for this project.

Funding Source 405b Eligible Use M2HVE

Federal Funding \$175,000.00

Task Number 24-08-06
Project Name CIOT and Seat Belts - Paid Media
Contractor Vladimir Jones

Overview of Project

According to the Colorado Department of Transportation, passenger vehicle occupant fatalities without restraint increased by 19% from 2021 to 2022. Data shows that when you wear a seat belt, the chance of injury or death is reduced by 50%. The seat belt use rate of Colorado is at 87% which is well below the national use average of 92%. In 2022, there were 236 unbuckled fatalities in Colorado. The counties with the highest number of unbuckled fatalities were Adams (27), El Paso (22), Pueblo (22), Weld (22) and Denver (21). Overall, the higher sea belt compliance counties tend to be the more densely populated urban counties.

According to NHTSA's Countermeasures That Work, effective high-visibility communications and outreach are an essential part of successful seat belt law high-visibility enforcement programs. Additionally, communications and outreach campaigns directed at low-belt-use groups have been demonstrated to be effective for targeted programs that support and are supported by enforcement.

This project will conduct the mass media buying portion for the high visibility statewide May Mobilization Click It or Ticket enforcement period.

This project addresses measures:

- C-4. Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions
- B-1. Increase the observed seat belt use for passenger vehicles

Project evaluation will be based on process and outcome measurements. This includes developing a strategic direction for paid ads and launching the ads in a manner that allows for maximum exposure. Outcomes will be based on number of media impressions produced by the campaign. Data will be recorded within one month after the end of the campaign. Such numbers are tracked by month on a spreadsheet, which allows for further analysis. This outcome directly addresses the objective for this project.

Evaluation Measure(s)

Project evaluation will be based on process and outcome measurements. This includes developing a strategic direction for paid ads and launching the ads in a manner that allows for maximum exposure. Outcomes will be based on number of media impressions produced by the campaign. Data will be recorded within one month after the end of the campaign. Such numbers are tracked by month on a spreadsheet, which allows for further analysis. This outcome directly addresses the objective for this project.

Funding Source 405b

Eligible Use M2HVE

Federal Funding \$310,000.00

Task Number 24-08-07
Project Name Hispanic Occupant Protection
Contractor Hispanidad

Overview of Project

According to the Colorado Department of Transportation, passenger vehicle occupant fatalities without restraint increased by 19% from 2021 to 2022. Data shows that when you wear a seat belt, the chance of injury or death is reduced by 50%. The seat belt use rate of Colorado is at 87% which is well below the national use average of 92%. In 2022, there were 236 unbuckled fatalities in Colorado. The counties with the highest number of unbuckled fatalities were Adams (27), El Paso (22), Pueblo (22), Weld (22) and Denver (21). Overall, the higher sea belt compliance counties tend to be the more densely populated urban counties.

According to NHTSA’s Countermeasures That Work, effective high-visibility communications and outreach are an essential part of successful seat belt law high-visibility enforcement programs. Additionally, communications and outreach campaigns directed at low-belt-use groups, such as Hispanics, have been demonstrated to be effective for targeted programs that support and are supported by enforcement.

This project will focus on Hispanic males 21-54 with a culturally and linguistically relevant message designed 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.

Evaluation Measure(s)

Project evaluation will be based on process and outcome measurements. This could include amount 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. Data will be recorded within one month after the end of the campaign. The earned media impressions will be tracked by month on a spreadsheet, which allows for further analysis. Fatality data will come from NHTSA and behavioral data will come from CDOT’s annual driver survey and its annual seat belt use study. These outcomes directly address the objective for this project.

Funding Source 402 Eligible Use PM

Federal Funding \$160,000.00

Task Number 24-08-08
Project Name GDL and Teen Driver Safety
Contractor Vladimir Jones, R&R, CIG

Overview of Project

According to the Colorado Department of Transportation, the number of young driver fatalities has decreased by 31% from 2021 to 2022. Since the passage of GDL laws, overall fatal crashes declined significantly for drivers ages 16-17. Over the past 22 years, GDL laws have contributed to a near 50% reduction in traffic fatalities involving young drivers. The majority of teenagers involved in fatal crashes are unbuckled. In 2019, 45% 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.

According to NHTSA’s Countermeasures That Work, strategies to reduce crashes involving younger drivers include GDL laws, driver’s education and parental involvement in the process. Colorado’s teen driving laws are complicated and require extensive communications and media outreach.

This project will conduct the public relations and advertising for educating teens and parents on GDL laws and other traffic safety issues affecting young drivers in Colorado.

Evaluation Measure(s)

Project evaluation will be based on process and outcome measurements. This will include amount of materials distributed, earned media coverage, social media activity, increases in safety awareness among drivers, and /or observed decrease in motor vehicle injuries and fatalities. Media impressions will be tracked monthly measure the project’s reach. FARS data will be analyzed to identify changes in teen driver-involved fatalities. The outcomes directly address the objective for this project.

Funding Source 402 Eligible Use PM

Federal Funding \$110,000.00

Task Number 24-08-09
Project Name Child Passenger Safety
Contractor CIG, Vladimir Jones

Overview of Project

According to the Colorado Department of Transportation, between 2019 and 2022 in Colorado, 25 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 (FY2015), 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. Since 2005, child restraint use exceeded 90 percent only twice: in 2013 and 2014. Child booster restraint use, combining front and rear observations, was 66 percent when first observed in 2011. Since 2011 booster restraint use increased to 75 percent, but remains lower than other child restraint systems.

According to NHTSA's Countermeasures That Work, Communications and Outreach is a specified countermeasure, especially strategies that target older children 8 to 15 years old.

This project will include a variety of communication and public relations tactics aimed at parents and caregivers to increase proper use of child passenger restraints, including social media tactics, development of creative assets, special events and leveraging partnerships to expand our audience base.

Countermeasure Strategy

The rationale for selecting this countermeasure strategy is that it is an evidence-based countermeasure as identified in NHTSA's Countermeasures That Work. All ten identified countermeasures include a Communications and Outreach element as an effective countermeasure.

Evaluation Measure(s)

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

Funding Source 405b

Eligible Use M2PE

Federal Funding \$75,000.00

Task Number 24-08-10
Project Name PR Program Media Support
Contractor CIG, Hispanidad

Overview of Project

There were 95,016 crashes in 2022 resulting in 761 deaths in Colorado, according to the Colorado Department of Transportation. Public awareness is a critical component to the success of traffic safety programs to reduce crashes. To successfully implement communications, public relations, and media support to reduce deaths and injuries related to crashes, this project will support the communications senior staff with tactical program implementation in order 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.

Activities will also include managing materials, assets, and mailings; developing a monthly newsletter; fielding on-line questions from the public; gathering research; disseminating information; attending meetings and building relationships to further communications reach. Finally, funds will be used to raise awareness about the dangers of leaving occupants unattended in a parked vehicle.

According to NHTSA’s Countermeasures That Work, effective high-visibility communications and outreach are an essential part of successful strategies to reduce traffic deaths and injuries.

Evaluation Measure(s)

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

Funding Source 402 Eligible Use PM/UNATTD

Federal Funding \$150,000.00

Task Number 24-08-11
Project Name Distracted Driving
Contractor CIG, Vladimir Jones, Hispanidad

Overview of Project

According to the Colorado Department of Transportation, 10,166 crashes involved a Colorado distracted driver which resulted in 1,476 injuries and 68 fatalities in 2020. In 2021, there were 8,149 distracted driving related crashes resulting in 72 deaths in the state. In 2021, according to CDOT's annual driver survey, it was found that 91% of participants reported driving distracted in the past seven days, 54% admitted to reading a message on their phones while driving, nearly 50% talked on a cell phone while driving, and 41% sent a message while driving.

According to NHTSA's Countermeasures That Work, the most effective strategies to reduce distracted driving include laws and enforcement on GDL requirements for beginning drivers and high visibility cell phone/text messaging enforcement.

This project will help educate the public in Colorado about the laws and enforcement periods regarding distracted driving and the dangers posed by distracted driving overall. It will also help motivate and foster change among drivers who engage in distracted driving, especially involving use of cell phones.

Evaluation Measure(s)

Project evaluation will be based on process and outcome measurements. This will include amount 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. The outcomes directly address the objective for this project.

Funding Source 402 Eligible Use PM

Federal Funding \$225,000.00

Task Number 24-08-12
Project Name Pedestrian Safety
Contractor Vladamir Jones, CIG, Hispanidad

Overview of Project

According to the Colorado Department of Transportation, there were 111 pedestrian fatalities in Colorado in 2022, accounting for 14.7% of all Colorado fatalities. The vast majority (71%) 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 24%. In most cases, or 62%, the pedestrian was found to be at fault. In 2023, El Paso, Arapahoe, and Denver counties have seen the most pedestrian fatalities among all Colorado counties.

According to NHTSA's Countermeasures That Work, communications and outreach are identified as a strategy for reducing pedestrian injuries and fatalities. This project will provide outreach campaigns to help educate the public on the potential hazards and precautions to take to avoid pedestrian injuries and fatalities.

This campaign will use paid media, earned media and social media to reach its target audience. It will include reminders about laws that help keep pedestrians safe. It will cast a spotlight on pedestrian safety, especially among people in urban areas where most pedestrian crashes occur. Partnerships with like-minded organizations will help extend the reach of the campaign.

Countermeasure Strategy

The rationale for selecting this countermeasure strategy is that it is an evidence-based countermeasure as identified in NHTSA's Countermeasures That Work. All ten identified countermeasures include a Communications and Outreach element as an effective countermeasure.

Evaluation Measure(s)

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

Funding Source 402 Eligible Use PM

Federal Funding \$200,000.00

Task Number 24-08-13
Project Name Occupant Protection Communications
Contractor Xuma, Vladamir Jones, R&R

Overview of Project

According to the Colorado Department of Transportation, passenger vehicle occupant fatalities without restraint increased by 19% from 2021 to 2022. Data shows that when you wear a seat belt, the chance of injury or death is reduced by 50%. The seat belt use rate of Colorado is at 87% which is well below the national use average of 92%. In 2022, there were 236 unbuckled fatalities in Colorado. The counties with the highest number of unbuckled fatalities were Adams (27), El Paso (22), Pueblo (22), Weld (22) and Denver (21). Overall, the higher sea belt compliance counties tend to be the more densely populated urban counties.

According to NHTSA’s Countermeasures That Work, effective high-visibility communications and outreach directed at low-belt-use groups have been demonstrated to be effective strategy for increasing seat belt use and decreasing injuries and fatalities. In addition, communication and outreach countermeasures targeting children and youth have also been effective.

This project will conduct a marketing, advertising and public relations campaign to increase seat belt use in Colorado. This campaign will include a targeted communications approach towards low-belt-use or high fatality counties or groups.

Evaluation Measure(s)

Project evaluation will be based on process and outcome measurements. This will include amount 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.

Impression data will be gathered within a month of the campaign end. It will be recorded monthly on a spreadsheet, so as to allow for further evaluation. Changes in seat belt use will be measured via CDOT’s annual seat belt use study. Fatality data will be tracked through the FARS database. The outcomes directly address the objective for this project.

Funding Source 402 Eligible Use PM

Federal Funding \$250,000.00

Task Number 24-08-14
Project Name Speed Enforcement and Communications
Contractor R&R, Vladamir Jones, CIG

Overview of Project

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%. Speeding contributed to almost 50% of all fatalities in 2021. Law enforcement officers indicated that speeding was the driver action, or specific law violation, among 28% of all drivers in a fatal crash in 2020, compared with 24% in 2019.

According to NHTSA's Countermeasures That Work, the most effective strategies to reduce speed-related fatalities include speed limit enforcement and public information supporting enforcement. This project will help educate the public about speed enforcement and the dangers associated with speeding. This campaign will develop and implement a strategic statewide media buy to help motivate and foster change among drivers who speed and ultimately lead to behavior change and safer roads.

Evaluation Measure(s)

Evaluation Measure: 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. The outcomes directly address the objective for this project.

Funding Source 402 Eligible Use PM

Federal Funding \$250,000.00

Non-Motorized Safety

In Colorado in 2022 preliminary data indicates there were 761 traffic fatalities. These fatalities included 115 pedestrians and 15 bicyclists.

Targeted enforcement and education is 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.

Task Number 24-09-01
Project Name Aurora Pedestrian Education & Safety Campaign
Contractor Aurora Police Department

Overview of Project

The Aurora Police Department will reduce the number of injury crashes involving pedestrians from the 65% to 50% by September 30, 2024.

To address this traffic safety challenge the Aurora Police Department will 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. Locations will be identified using police data systems to ensure that the APD is targeting high accident or problem areas. Operations will be conducted at different times during the day again targeting known high traffic times.

Countermeasure Strategy

Pedestrian Enforcement and/or Education

Evaluation Measure(s)

of contacts made, # of citations written, # of advisements/warnings issued.

Funding Source 405h Eligible Use FHLE

Federal Funding \$83,000.00

Task Number 24-09-02
Project Name Multipronged Approach to Addressing Ped Safety
Contractor Denver Police Department

Overview of Project

The number of traffic crashes that resulted in pedestrian fatalities have increased significantly in Denver in recent years, and from 2017 to 2018 there was a 46% increase in pedestrian fatalities. State-wide data shows a similar trend, with a 41% increase in pedestrian fatalities. Of these pedestrian fatalities, 21 occurred in the City and County of Denver.

To address this, DPD officers employ a targeted enforcement campaign focused on pedestrian safety. Targeted enforcement is designed through the bi-annual review process of auto-pedestrian crashes. DPD targets both pedestrians and drivers in the City and County of Denver. Education materials are focused on different demographics and specific high-risk behaviors.

Areas that are deemed high in concentration of auto pedestrian accidents will receive the majority of education and enforcement activities. These areas will be identified through data collected by the Denver Police Department (DPD) Data Analysis Unit. DPD officers issue verbal warnings/advisements to drivers and pedestrians who commit the following violations: turning on red, not using a crosswalk, crossing at intersections against signal when traffic is present.

Countermeasure Strategy

Pedestrian Enforcement and/or Education

Evaluation Measure(s)

of contacts made, # of citations written, # of advisements/warnings issued

Funding Source 405h

Eligible Use FHLE

Federal Funding \$83,000.00

Task Number 24-09-03
Project Name Pedestrian Safety Campaign
Contractor Lakewood PD

Overview of Project

In 2022, Lakewood had 63 serious bodily injury crashes, 18 traffic related fatalities and four of those were pedestrian fatalities. West Colfax from Sheridan to Kipling, typically has the highest number of vehicles vs. pedestrian collisions in the city. For 2022, this designated area recorded one fatality and the remaining three were at different areas of town. This new fiscal year will expand our pedestrian enforcement and education efforts to the higher density pedestrian locations, which still includes the West Colfax Corridor, but also the Belmar shopping and residential area, as well as North and South Kipling Pkwy.

Through records management, the Lakewood Police Department have identified the areas where pedestrians have been at greatest risk and we have focused on educating and training our personnel on the procedures and laws relating to the safety of pedestrians, cyclists, and drivers for appropriate educational and enforcement opportunities.

To address this traffic safety challenge the Lakewood Police Department will enforce traffic laws, in the City of Lakewood, that effect pedestrian safety and supplement this enforcement with education and outreach.

Countermeasure Strategy

Pedestrian Enforcement and/or Education

Evaluation Measure(s)

of Pedestrian/Vehicle Contacts and # of Pedestrian/Vehicle operator citations. Measurable reduction of Pedestrian Related Fatalities in the City of Lakewood..

Funding Source 405H Eligible Use FHLE

Federal Funding \$75,513.60

Task Number 24-09-04
Project Name Pedestrian Safety Project
Contractor Wheat Ridge Police Department

Overview of Project

The city of Wheat Ridge had one fatal auto vs. pedestrian crash from 2015 – 2019 and had four in 2020. Auto vs. pedestrian crashes accounted for 57% of the fatal crashes in Wheat Ridge in 2020. In 2021, the City of Wheat Ridge had five fatal autos vs. pedestrian crashes.

The Wheat Ridge Police Department will focus on reducing pedestrian-related traffic injuries and fatalities through a combination of education, outreach, and enforcement in the City of Wheat Ridge. Enforcement will be conducted primarily on bicycles in locations based on data and problem identification.

WRPD officers will conduct enforcement at locations that have been identified as having a high rate of pedestrian violations and traffic crashes. Based on data, efforts will be focused on I-70 and Kipling.

Countermeasure Strategy

Pedestrian Enforcement and/or Education

Evaluation Measure(s)

of enforcement hours, # of citations, # of warnings, # of contacts

Funding Source 405h

Eligible Use FHLE

Federal Funding \$27,694.08

Task Number 24-09-05
Project Name Denver Parks and Recreation Bicycle Education Program
Contractor Denver Parks and Recreation

Overview of Project

Denver Parks and Recreation (DPR) proposes to reduce bicycle-related injuries and fatalities through the creation of a multi-generational Bicycle Education Program (BEP) to be delivered across the City and County of Denver, with an emphasis on equity, by targeting under-served neighborhoods, based on data. BEP will be supported by seasonal staff including a full-time seasonal coordinator, one lead instructor and up to three supporting instructors who will:

- 1) Create and lead 2 to 5-day bicycle safety education programs for never-ever and beginner riders for youth, families and adults,
- 2) Outreach at community events to promote bicycle education and safety,
- 3) Plan and organize pop-up events along bicycle paths and high-traffic bicycle areas within the city to promote bicycle education and safety,
- 4) Deliver school-based on-bicycle safety education for 4th and 5th grade students. The BEP program will work with current DPR non-profit partners under the My Outdoor Colorado coalition which aims to promote outdoor opportunities for youth and families in Denver as well as working internally with DPR My Denver program, DPR Recreation Centers and Parks staff. With these proven partners, DPR will be able to serve diverse youth, adults and families in an equitable way across the city.

Countermeasure Strategy

Pedestrian Enforcement and/or Education

Evaluation Measure(s)

Collection of data on youth and community members involved in BEP as well as diversity of those participants. This will be used on an ongoing basis to inform future outreach efforts; for instance, if a gap is identified in types of partners or an underrepresented population, more resources and effort can be put toward filling the gap to keep participant population diverse and representative of the rich and unique communities.

BEP program staff will administer pre- and post-surveys to determine effectiveness of multi-day programs. These tests will measure initial knowledge bases and then reassess if any positive changes have been made in knowledge at the culmination of the program. The tests will focus on rider safety, safety equipment use, knowledge of bicycle and traffic laws, identifying safe bicycling routes, and safe bicycle handling skills. Participants will receive a test on the first day of the program and again on the last day of the program before it concludes.

Additionally, instructors will observe participant behaviors throughout the program and score them on 1-5 scale on a variety of bicycle handling skills and maneuvers and safety behaviors to determine if any behavioral changes have been made. Instructors will conduct the initial evaluation at the beginning of the program and again at the conclusion. Finally, data from the Colorado Problem Identification Dashboard will be analyzed annually to monitor if there is an overall reduction.

Funding Source 402

Eligible Use PS

Federal Funding \$82,518.52

Local Benefit \$82,518.52

Planning and Administration/Program Support

Task Number 24-12-01
Project Name Program & Administration
Contractor HSO

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 other technical, administrative, and clerical staff, for the State’s Highway Safety Offices. P&A costs also include other office costs, such as travel, equipment, supplies, rent and utility expenses. Funds will also be utilized for development of an E Grants System.

Countermeasure Strategy

Program Management

Funding Source 402 Eligible Use PA

Federal Funding \$250,000.00

Match \$250,000.00

Task Number 24-12-02
Project Name Impaired Driving Program Support
Contractor HSO

Overview of Project

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

Included in this project are external project audit costs, professional and program-specific staff training, and necessary operating equipment. Attendance at State and National conferences is also included in this project.

Countermeasure Strategy

Program Management

Funding Source 405d Eligible Use M5OT

Federal Funding \$255,000.00

Task Number 24-12-03
Project Name Community Traffic Safety/OP Program Support
Contractor HSO

Overview of Project

The Highway Safety Office staff will develop, plan, coordinate and provide technical assistance and support for the activities in Occupant Protection, Child Passenger Safety, Young Drivers, Distracted Driving, Older Driving and Pedestrian and Bicycle Safety programs.

Included in this project are external project audit costs, profession and program-specific staff training and necessary operating equipment. The Office personnel will be provided with computer upgrades, software, hardware and peripherals. Attendance at State and National conferences is also included.

Countermeasure Strategy

Program Management

Funding Source 402 Eligible Use CP

Federal Funding \$190,000.00

Task Number 24-12-04
Project Name HSO Strategic Planning
Contractor HSO

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 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.

Countermeasure Strategy

Program Management

Funding Source 402 Eligible Use CP

Federal Funding \$300,000.00

Task Number 24-12-05
Program Name Media Program Support Impaired Driving
Contractor HSO

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 communications planning and manages activities designed to maximize the reach and effectiveness of traffic-related impaired driving programs.

Included in this project are external project audit costs, profession and program-specific staff training and necessary operating equipment. The Office personnel may be provided with computer upgrades, software and hardware. Attendance at State and National conferences is also included.

Countermeasure Strategy

Program Management

Funding Source 405d

Eligible Use M5OT

Federal Funding \$95,000.00

Task Number 24-12-06
Project Name Media Program Support Occupant Protection
Contractor HSO

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 communications planning and manages activities designed to maximize the reach and effectiveness of occupant protection programs.

Included in this project are external project audit costs, profession and program-specific staff training and necessary operating equipment. The Office personnel may be provided with computer upgrades, software and hardware. Attendance at State and National conferences is also included.

Countermeasure Strategy

Program Management

Funding Source 402 Eligible Use OP

Federal Funding \$95,000.00

Traffic Safety Initiatives

Task Number 24-12-07
Program Name Traffic Safety Initiatives
Contractor HSO

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 402 Eligible Use CP

Federal Funding \$2,829,924.00

Task Number 24-12-08
Program Name Occupant Protection Safety Initiatives
Contractor HSO

Overview of Project

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

Funding Source 405b Eligible Use M2X

Federal Funding \$438,960.00

Task Number 24-12-09
Program Name Impaired Driving Safety Initiatives
Contractor HSO

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 405d Eligible Use M5X

Federal Funding \$2,976,237.00

Task Number 24-12-10
Program Name Traffic Records Initiatives
Contractor HSO

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 405c Eligible Use M3X

Federal Funding \$2,985,117.00

Task Number 24-12-11
Program Name Impaired Driving Initiatives
Contractor HSO

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 BIL164 Eligible Use UP_164

Federal Funding \$53,345.00

Task Number 24-12-12
Program Name Non Motorized Initiatives
Contractor HSO

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 405h Eligible Use FHX

Federal Funding \$1,081,142.00

Match

Match is received from Statewide agencies whose functions complement and support traffic safety in initiatives Statewide.

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

Task Number 24-00-00
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, associated with administrative sanctions of DUI.

Match \$1,250,000

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 \$750,000

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 statute 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 **DUI Court Administration**
Contractor **Colorado Judicial Branch**

The funds are used by Colorado Judicial Branch for the administrative personal services costs of the DUI Court Process.

Match \$1,250,000

Program Name **MOST**
Contractor **Colorado State Patrol**

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

Match \$250,000

NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS - The State applied for the following incentive grants:

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

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

S. 1300.23 - 405(d) Impaired Driving Countermeasures Grants: **Yes – Mid Range State**

S. 1300.25 - 405(f) Motorcyclist Safety Grants: **Yes**

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

S. 1300.29 - 1906 Racial Profiling Data Collection Grants: **Yes**

S.1300.21

S405(b) Occupant Protection Grant Application

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	2023	2024	Maintain at 226

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 2022 was 87% and in 2022, preliminary data indicates that 226, or 49%, 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 2023 CDOT Problem Identification and the 2022 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 49% 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 Area

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

Planned Activity Description

2024 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 work 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.

Participation in Click-It-or-Ticket (CIOT) National Mobilization

Agencies planning to participate in CIOT:

2023 Click It or Ticket Agencies

Adams County SO
Alamosa County SO
Alamosa PD
Arapahoe SO
Archuleta Co SO
Arvada PD
Aspen PD
Ault PD
Auraria Campus PD
Blanca PD
Blue River PD
Boulder SO
Breckenridge PD
Brighton PD
Broomfield PD
Brush PD
Buena Vista PD
Castle Rock PD
Chaffee SO
Cherry Hills PD
Cheyenne SO
Co Springs PD
Commerce City PD
Cortez PD
Costilla County SO
Cripple Creek PD

CSU Campus Police
CU Denver Police
Dacono PD
Delta County SO
Denver PD
Dillon PD
Douglas Co SO
Durango PD
EAGLE PD
Eagle SO
Eaton PD
Edgewater PD
El Paso CO SO
Elizabeth PD
Englewood PD
Erie PD
Estes Park PD
Firestone PD
Florence PD
Fort Collins PD
Fountain PD
Frederick PD
Fremont County SO
Frisco PD
Glenwood Springs PD
Golden PD
Grand County SO
Grand Junction PD
Greeley PD
Greenwood Village PD
Holyoke PD
Jefferson Co SO
Johnstown PD

Kersey PD
Kiowa SO
La Plata SO
Lafayette PD
Lake SO
Lakewood PD
Larimer SO
Las Animas County SO
Logan SO
Longmont PD
Lone Tree PD
Loveland PD
Manitou Springs PD
Mesa County SO
Milliken PD
Moffat SO
Monte Vista PD
Montezuma County SO
Montrose PD
Morrison PD
Mt. Crested Butte PD
Nunn PD
Northglenn PD
Ouray County SO
Pagosa Springs PD
Parker PD
Platteville PD
Prowers Co SO
Pueblo SO
Rifle PD
Rocky Ford PD
Salida PD
Severance PD

Silt PD
Silverthorne PD
Snowmass PD
Steamboat PD
Sterling PD
Summit County SO
Thornton PD
Trinidad
Washington SO
Weld SO
Westminster PD
Wheat Ridge PD
Wiggins PD
Windsor PD
Woodland Park PD
Yuma PD
Yuma SO

All Colorado State Patrol Troop Offices

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

Planned Participation in Click-It-or-Ticket

In 2022 the HSO supported three Statewide high visibility Click It or Ticket seat belt enforcement campaign with participation from an average of 67 local law enforcement agencies and the Colorado State Patrol.

In 2023, the HSO supported a Click It or Ticket event April 3-April 19 and the 2023 May Mobilization. An additional Click It or Ticket event campaign will be held July 24-August 4, 2023. It is anticipated that the agencies participating in the 2023 campaigns, see above, will also participate in the 2024 campaigns. For 2023, 109 agencies are participating in the 2023 CIOT enforcement campaigns. This is an increase of 40+ law enforcement agencies from 2022.

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 2024, the plan includes soliciting and recruiting law enforcement agencies that participated in the 2023 campaigns to participate in the 2024 Click It or Ticket May Mobilization and additional Click It or Ticket campaigns.

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 2023, the OC supported the Click It or Ticket campaigns through:

- Launched the Shift into Safe campaign to provide information on the dangers of not buckling up. People saved by seat belts were also featured in the campaign. Eye-catching stunts were used in the ads to appeal to a young male audience, since they are most at risk in fatal crashes in Colorado. The combination of an enforcement message paired with a safety message was used in the campaign. With seat belt use plateaued at 87%, this campaign provides a fresh approach needed to increase seat belt use. Radio, video, billboards and social media were used in the paid media buy to bring the campaign to life. The campaign garnered over 25 million paid media impressions.
- Targeted rural areas of Colorado during the July enforcement period by focusing on 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 68%. Therefore, the Shift into Safe campaign targeted Pueblo County and other rural areas in the campaign. Both enforcement and safety messages were used. Social media channels, VMS messages and earned media were used to communicate the information. Over 10 million paid media impressions were garnered in the campaign.

- 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. 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.

Significant outcomes included the production of a PSA showing the dangers of not buckling up at just 30 MPH. In addition, awareness of enforcement campaigns was relatively 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.

In 2024, 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. 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 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.

Child Restraint Inspection Stations

Countermeasure strategies demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Countermeasure Strategy
Child Restraint System Inspection Station(s)

Planned activities demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Unique Identifier	Planned Activity Name
FY24 CPS	CPS Inspection Stations

Total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: 97

Total number of planned inspection stations and/or events in the State serving each of the following population categories: urban, rural, and at-risk:

Populations served - urban: 60

Populations served - rural: 18

Populations served - at risk: 19

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child Restraint Inspection Stations

In 2022, Colorado had 97 registered inspection stations throughout the state. The inspection stations are available to schedule car seat checks through regularly scheduled office hours or on an appointment basis. Many inspection stations are now offering virtual appointments in addition to scheduled times. 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>

All inspections stations are staffed by national standardized child passenger safety technicians.

The Car Seats Colorado training program has identified several counties within Colorado that have a low technician to pediatric population rate per county. In 2023, Car Seats Colorado will have provided technician training in those counties to increase the number of active CPS technicians in those under-served areas. CPS technicians will continue to be active in these under-served communities across Colorado, including outreach and services to Latino, African American, Native American, Homeless/Transient, and New American populations.

Total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: 97

Total number of planned inspection stations and/or events in the State serving each of the following population categories: urban, rural, and at-risk:

Populations served - urban: 60

Populations served - rural: 18

Populations served - at risk: 19

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Red – Rural

Blue – At-Risk

Green – Both Rural and At-Risk

1. Washington County Connections

252 W 1st St
Akron, CO 80720
Phone: 970-345-2225 **Contact:** Jamie Baker
By appointment only
Spanish option

SPANISH-SPEAKING TECHNICIANS

2. Arvada Fire Protection District Station 1

7900 W 57th Ave
Arvada, CO 80002
Phone: 303-424-3012 **Contact:** Amber Jones
By appointment and Drop in.
Spanish available with advanced notice.

SPANISH-SPEAKING TECHNICIANS

3. Arvada Fire Protection District Station 2

12195 W 52nd Avenue

Arvada, CO 80033

Phone: 303-424-3012 **Contact:** Deanna Harrington

By appointment only.

Spanish available with advanced notice.

SPANISH-SPEAKING TECHNICIANS

4. Arvada Fire Protection District Station 3

7300 Kipling St

Arvada, CO 80005

Phone: 303-424-3012 **Contact:** Amber Jones

Appointment and Drop in

Spanish available with advance notice.

SPANISH-SPEAKING TECHNICIANS

5. Arvada Fire Protection District Station 4

6845 W 68th Ave

Arvada, CO 80003

Phone: 303-424-3012 **Contact:** Amber Jones

By appointment and Drop in.

Spanish available with advanced notice.

SPANISH-SPEAKING TECHNICIANS

6. Arvada Fire Protection District Station 5

8100 Vance Dr

Arvada, CO 80003

Phone: 303-424-3012 **Contact:** Amber Jones

By appointment and Drop in.

Spanish available with advanced request.

SPANISH-SPEAKING TECHNICIANS

7. Arvada Fire Protection District Station 6

6503 Simms St

Arvada, CO 80004

Phone: 303-424-3012 **Contact:** Amber Jones

Appointment and Drop in

Spanish available with advanced notice.

SPANISH-SPEAKING TECHNICIANS

8. Arvada Fire Protection District Station 8

6385 Quaker St

Arvada, CO 80403

Phone: 303-424-3012 **Contact:** Amber Jones

Appointment and Drop-in.

Spanish available with advance notice.

SPANISH-SPEAKING TECHNICIANS

9. Red, White and Blue Fire Department

316 N Main St

Breckenridge, CO 80424

Phone: 970-453-2474 **Contact:** Jackie Pike

By Appointment Only.

10. SPIN/Fremont County Family Center

1339 Elm Ave

Canon City, CO 81212

Phone: 719-275-0550 **Contact:** Sadie Swisher

By appointment

Spanish option

SPANISH-SPEAKING TECHNICIANS

11. Carbondale Police Department

511 Colorado Ave

Carbondale, CO 81623

Phone: 970-963-2662 **Contact:** Anna Ramirez

By Appointment Only.

Spanish option

12. 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.

13. 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.

14. Evans Fire District

2100 37th St

Evans, CO 80620

Phone: 970-339-3920 **Contact:** Brian Lee

By appointment only

15. 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

16. Fort Lupton Fire Department

1121 Denver Avenue

Fort Lupton, CO 80621

Phone: 303-857-4603 **Contact:** Chris Cross

By appointment only

Spanish-speaking available, by appointment

SPANISH-SPEAKING TECHNICIANS

17. Colorado State Patrol

13360 I 76 Frontage Rd

Fort Morgan, CO 80701

Phone: 970-867-6557 **Contact:** Burl Giffin

By appointment only.

18. Colorado State Patrol

617 Raton Avenue

La Junta, CO 81050

Phone: 719-384-8981 **Contact:** Douglas Bremer

By appointment only

Spanish speaking

SPANISH-SPEAKING TECHNICIANS

19. Colorado State Patrol

111 W Parmenter St
Lamar, CO 81052
Phone: 719-691-6089 **Contact:** Isabel Olinger
By appointment only
English and Spanish

SPANISH-SPEAKING TECHNICIANS

20. 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

21. 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.
Limited Spanish. No appointment needed for listed times.

SPANISH-SPEAKING TECHNICIANS

22. Louisville Fire Department

895 Via Appia Way
Louisville, CO 80027
Phone: 303-666-6595
By appointment only

23. Colorado State Patrol

118 Riverview Rd Suite 200
Sterling, CO 80751
Phone: 970-522-4696 **Contact:** Thomas Davis
By appointment only.

24. Vail Valley Medical Center

181 West Meadow Drive
Vail, CO 81658
Phone: 970-479-7221 **Contact:** SallyAnn Bluhm
By appointment only

25. Westminster Fire Rescue

9150 Lowell Blvd
Westminster, CO 80031
Phone: 303-658-4500 **Contact:** Mark Mitch Kubistek
By appointment only

26. 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

27. Fairmount Fire Protection District

4755 Isabell Street
Golden, CO 80403
Phone: 720-280-3232 **Contact:** Wally Stern
By appointment only

28. Brighton Fire Rescue District

500 S 4th Ave 3rd Floor
Brighton, CO 80601
Phone: 303-659-4101 **Contact:** Dawn Blunt
Appointments required, please contact carseats@brightonfire.org

29. Leadville Lake County Fire Rescue

816 Harrison Ave
Leadville, CO 80461
Phone: 719-486-2990 **Contact:** Leo Schmitt
By appointment only

30. Colorado State Patrol

3832 I-25 N
Fort Collins, CO 80525
Phone: 970-224-3027 **Contact:** Lisa Jones
By appointment only.

31. Colorado State Patrol

20591 US-160 E
Durango, CO 81301
Phone: 970-385-1675 **Contact:** Heather Hamilton

By appointment only

32. Colorado State Patrol

3110 1st Street
Alamosa, CO 81101
Phone: 719-589-2503 **Contact:** Kris Galvez
By appointment or walk-in

33. Colorado State Patrol Troop 48

800 W 1st Street Suite 500
Craig, CO 81625
Phone: 970-824-6501 **Contact:** Jeannie Marchbanks
By appointment only

34. Pleasant View Fire Department

955 Moss Street
Golden, CO 80401
Phone: 303-279-4361 **Contact:** Chris Malmgren
Monday-Friday, some duty shifts. Appointment required.

35. Snowmass-Wildcat Fire Department

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

36. Platte Valley Fire Protection District

27128 County Road 53
Kersey, CO 80644
Phone: 970-353-3890 **Contact:** Kaleb Staley
By appointment only

37. Tri-County Family Care Center, Inc.

512 N Main St
Rocky Ford, CO 81067
Phone: 719-254-7776 **Contact:** Jocelyn Castaneda
By appointment or Drop in
Spanish speaking

SPANISH-SPEAKING TECHNICIANS

38. 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

SPANISH-SPEAKING TECHNICIANS

39. Aurora Police Department

15001 E Alameda Pkwy
Aurora, CO 80012

Phone: 303-739-6202 **Contact:** William Revell

By appointment only.

40. Safe Kids Larimer County

1224 Doctors Lane
Fort Collins, CO 80524

Phone: 970-495-7508 **Contact:** Laura Richardson

By appointment only.

Spanish available.

SPANISH-SPEAKING TECHNICIANS

41. 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.

42. Windsor-Severance Fire Protection District

100 N 7th St
Windsor, CO 80550

Phone: 970-686-2626 **Contact:** Rebecca Clark

Appointment or Drop-in

43. Yuma County Child Passenger Safety Program

110 W 4th Avenue
Yuma, CO 80759

Phone: 970-848-5497 **Contact:** Linda Clark

By appointment only.

44. Castle Rock Fire and Rescue Department

5463 E Sovereign St
Castle Rock, CO 80104

Phone: 3036601066 **Contact:** Jamie Duncan

Please call for more information.

45. 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.

46. Caste 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.

47. 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 option

SPANISH-SPEAKING TECHNICIANS

48. Fort Carson Fire and Emergency Services

6001 Wetzel Ave Building 1805
Colorado Springs, CO 80913

Phone: 719-526-4615

Also: Chad Staggs chad.e.staggs2.civ@mail.mil

49. 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

50. Southeast Weld Fire Protection District Stn 1

65 E Gandy Ave
Keenesburg, CO 80643

Phone: (303) 732-4203 **Contact:** Ian Scott

Please make an appointment.

English and Spanish available.

SPANISH-SPEAKING TECHNICIANS

51. Arvada Fire Protection District - Station 2

5250 Oak St

Arvada, CO 80002

Phone: (303) 424-3012

*Appointment and Drop in
Spanish option*

SPANISH-SPEAKING TECHNICIANS

52. Arvada Fire Protection District -

7903 Allison Way

Arvada, CO 80005

Phone: (303) 424-3012 **Contact:** Amber Jones

*Appointment and Drop-in
Spanish option ASL option*

SPANISH-SPEAKING TECHNICIANS

53. Arvada Fire Protection District - Station 7

8027 Alkire St

Arvada, CO 80005

Phone: (303) 424-3012 **Contact:** Amber Jones

*Appointment and Drop-in
Spanish option*

SPANISH-SPEAKING TECHNICIANS

54. Aurora Police Department

6 Abilene St

Aurora, CO 80011

Phone: (303) 7396202

By appointment only

55. Boulder Rural Fire Protection

6230 Lookout rd

Boulder, CO 80301

Phone: (303) 5309575 **Contact:** Peter McElvaney

Appointment and Drop-in

56. Roaring Fork Fire Rescue Station 42

1089 J W Dr

Carbondale, CO 81623

Phone: (970) 3407039 **Contact:** Sarah Pickard

Appointment or drop in

57. 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.

58. Volunteer

8335 Wildridge rd

Colorado Springs, CO 80908

Phone: 7195940325 **Contact:** Christine Simosky

By appointment

59. Craig Police Department

800 W 1st St Suite 300

Craig, CO 81625

Phone: (970) 826-2370 **Contact:** Terrienne Wheeler

Drop-in times are reserved for Tuesday, Wednesday and Thursday from 8am to 4pm. Other times/days available by appointment.

60. Delta Fire Department

285 E 5th st

Delta, CO 81416

Phone: 9708749655 **Contact:** Shannon Crespin

By appointment only

61. Adams County Fire Resuce

8055 Washington st

Denver, CO 80229

Phone: 3035396800 **Contact:** Todd Stockford

Drop in or appointment

62. Rocky Mountain Hospital for Children

2001 N High st

Denver, CO 80205

Phone: (303) 839-7338 **Contact:** Kirsten Dehmlow

By appointment only

63. Divide Fire Protection District

103 Cedar Mountain Rd

Divide, CO 80814

Phone: 7196878773 **Contact:** Lisa Pitts

By appointment only

64. Federal Heights Fire Department

2400 W 90th Ave

Federal Heights, CO 80260

Phone: 3034277209 **Contact:** Scott Carscadden

Drop in or Appointment

Spanish option

SPANISH-SPEAKING TECHNICIANS

65. 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

66. Summit County Public Health

360 Peak One dr Ste 230

Frisco, CO 80443

Phone: 970) 6689707 **Contact:** Jacklyn Thompson

By appointment only

67. Hilltop Family Resource Center

1129 Colorado ave

Grand Junction, CO 81501

Phone: 9702440463 **Contact:** Crystal Cox

Drop in or appointment

Spanish option. Karen Clymer also at site. 970-524-7101 x16 karencl@htop.org

SPANISH-SPEAKING TECHNICIANS

68. Gypsum Fire Protection District

511 2nd St

Gypsum, CO 81637

Phone: 970-524-7101 **Contact:** Daniel Valdez

By appointment only

69. Colorado State Patrol

700 Kipling st

Lakewood, CO 80215

Phone: 7204020423 **Contact:** Josh Lewis

By appointment only

70. LaSalle Fire Protection District

118 Main St
La Salle, CO 80645
Phone: 9702846336 **Contact:** Britney Mazzer

By appointment only
Spanish option

SPANISH-SPEAKING TECHNICIANS

71. Littleton Adventist Hospital

7700 S Broadway
Littleton, CO 80122
Phone: (303) 738-2757 **Contact:** Sarah Jacquin

By appointment, virtual inspection

72. 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

73. Front Range Fire Rescue Station 2

101 S Irene Ave
Milliken, CO 80543
Phone: 8705874464 **Contact:** Tyler Drage

By appointment only

74. Inter Canyon Fire Station 1

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

75. Inter Canyon Fire Station 3

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

76. Parker Adventist Hospital

9395 Crown Crest Blvd

Parker, CO 80138

Phone: (303) 9187407 **Contact:** Erin Day

By appointment only

77. Colorado State Patrol

5615 Wills Blvd

Pueblo, CO 81008

Phone: 7192882636 **Contact:** Brian Lyons

By appointment only

78. Chaffee County Public Health

448 E 1st St Ste 137

Salida, CO 81201

Phone: 7195302566 **Contact:** Emily Anderson

By appointment

79. South Fork Fire Rescue

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

80. Logan County Sheriff's Office

110 Riverview rd

Sterling, CO 80751

Phone: 9705222578 **Contact:** Dennis Aulston

By appointment only

81. Fire Station 5

14051 Colorado blvd

Thornton, CO 80602

Phone: (720) 872-6092 **Contact:** Sabrina Lacovetta

Virtual inspection

82. Las Animas County Health Department

412 Benedicta Ave

Trinidad, CO 81082

Phone: (719)-845-0463 **Contact:** Jennifer Sanchez McDonald

Appointment or drop-in

83. Vail Health Hospital

181 W Meadow Dr
Vail, CO 81657
Phone: 970-477-5166 **Contact:** Kim Greene
By appointment only
Spanish available

SPANISH-SPEAKING TECHNICIANS

84. Rural Communities Resource Center

204 S Main st
Yuma, CO 80759
Phone: 970-848-3867 **Contact:** Berenice Marquez
By appointment
Spanish available

SPANISH-SPEAKING TECHNICIANS

85. Colorado State University PD

750 Meridian Ave
Fort Collins, CO 80523
Phone: 970-657-4823 **Contact:** Ashleigh Rose
By appointment

86. Colorado State University PD

750 Meridian Ave
Fort Collins, CO 80523
Phone: 970-657-4823 **Contact:** Ashleigh Rose
By appointment

87. Colorado State Patrol

2420 N Townsend Ave
Montrose, CO 81401
Phone: 970-249-9575 **Contact:** Jeremy Brailsford
By appointment.

88. Dacono PD

512 Cherry Ave
Dacono, CO 80514
Phone: (303) 833-3095 **Contact:** Jackie Boyer
By appointment

89. City of Fort Morgan

116 Main St
Fort Morgan, CO 80701

Phone: (970) 867-2815 **Contact:** Jeffery Braun

By Appointment

Inspections done at the Fort Morgan Fire department.

90. JPC Health & Safety Training, LLC.

320 N Academy Blvd Suite 202

Colorado Springs, CO 80909

Phone: (719) 640-5555 **Contact:** Cameron Alexander

By Appointment

91. Ault-Pierce Fire

16680 HIGHWAY 14

Ault, CO 80610

Phone: (970) 893-5198 **Contact:** Captain Adam Ferrell

By Appointment

92. Gunnison Police Department

910 W Bidwell Ave

Gunnison, CO 81230

Phone: (970) 641-8200 **Contact:** Aaron Weiner

Availability by appointment and drop in.

Languages accommodated: English and Spanish

SPANISH-SPEAKING TECHNICIANS

93. Children's Hospital Colorado

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 can not accommodate walk-ins.

Languages accommodated: English, Spanish (Others via interpreter service)

SPANISH-SPEAKING TECHNICIANS

94. Denver Health

700 N Delaware St Pavillion D, Room 211

Denver, CO 80204

Phone: (303) 602-7623 **Contact:** Missy Anderson

By Appointment

95. Pueblo Rural Fire

29912 US-50 E

Pueblo, CO 81006

Phone: (719) 948-4646

By Appointment

96. United Way of Eagle River Valley Youth Closet & Toy Chest

40800 Highway 6 Unit 9

Avon, CO 81620

Phone: (303) 994-2622 **Contact:** Rebecca Kanaly

By Appointment Drop In

English Spanish

Counties and Technician Counts

COUNTY	POPULATION SERVED	Number of Techs	COUNTY RANK
ADAMS COUNTY	514,969	113	5
ALAMOSA COUNTY	16,377	3	31
ARAPAHOE COUNTY	651,621	52	3
ARCHULETA COUNTY	13,267	0	34
BOULDER COUNTY	328,713	97	8
BROOMFIELD COUNTY	72,697	0	12
CHAFFEE COUNTY	19,436	3	26
CLEAR CREEK COUNTY	9,427	1	39
CROWLEY COUNTY	6,018	0	47
CUSTER COUNTY	4,720	0	53
DELTA COUNTY	31,133	1	18
DENVER COUNTY	706,799	166	2
DOLORES COUNTY	2,288	0	58
DOUGLAS COUNTY	351,929	81	7
EAGLE COUNTY	55,693	16	14

EL PASO COUNTY	722,736	81	1
ELBERT COUNTY	25,897	3	22
FREMONT COUNTY	49,007	6	16
GARFIELD COUNTY	61,221	6	13
GILPIN COUNTY	5,812	0	49
GRAND COUNTY	15,629	5	32
GUNNISON COUNTY	16,851	7	30
HUERFANO COUNTY	6,787	0	44
JEFFERSON COUNTY	580,130	115	4
KIT CARSON COUNTY	7,071	0	43
LAKE COUNTY	7,417	7	42
LA PLATA COUNTY	55,673	2	15
LARIMER COUNTY	354,670	105	6
LAS ANIMAS COUNTY	14,531	1	33
LINCOLN COUNTY	5,630	1	50
LOGAN COUNTY	21,765	7	25
MESA COUNTY	154,685	13	11
MOFFAT COUNTY	13,240	3	35
MONTEZUMA COUNTY	25,916	7	21
MONTROSE COUNTY	42,328	6	17
MORGAN COUNTY	28,868	17	20
OTERO COUNTY	18,665	4	27
OURAY COUNTY	4,850	0	51
PROWERS COUNTY	11,966	3	36

PARK COUNTY	17,384	3	29
PITKIN COUNTY	17,471	2	28
PUEBLO COUNTY	167,453	11	10
ROUTT COUNTY	24,899	5	23
RIO GRAND COUNTY	11,476	2	37
SUMMIT COUNTY	31,042	5	19
TELLER COUNTY	24,607	2	24
WASHINGTON COUNTY	4,834	3	52
WELD COUNTY	322,424	139	9
YUMA COUNTY	9,944	2	38
TOTAL COLORADO POPULATION	5,839,926		
TOTAL POPULATION SERVED	5,716,416		

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:

Child Passenger Safety Technicians

In 2023, Car Seats Colorado had approximately 1,111 certified child passenger safety technicians and 34 certified child passenger safety technician instructors throughout the state. The technicians and instructors increase the visibility and public accessibility of available CPS programs. They also provide information to the public about proper seating positions for children in air bag-equipped motor vehicles, the importance of

restraint use, and instruction on the proper use of child restraint systems.

In 2023, new technicians will be recruited and trained, in a scheduled 10 technician training courses, through the National Standardized Child Passenger Safety Technician training curriculum. The recertification rate for Colorado CPS technicians in 2022 was 51% up from 47.5% the year prior.

New Technician Training:

For 2023/24, the state will conduct national standardized technician 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 Health (CDPHE), Law Enforcement, Fire agencies, and other concerned entities. These four-day training sessions will be available statewide. It is anticipated that 130 new technicians will be trained by sub-grantees/partners. Training sessions will be held in outlying and rural areas of the state.

Car Seats Colorado will continue to focus on assisting certified technicians with the recertification process by offering a variety of pre-approved continuing education sessions. Each session will be preauthorized by Safe Kids Worldwide with the six required continuing education units (CEU) and certified seat checks with an instructor as needed. During 2023, there will be a minimum of 20 continuing education sessions and advocate training available statewide as the need arises.

Certified CPS Technician Training:

The following workshops are available for all certified CPS technicians:

- CEU sessions for recertification
- Certification Renewal courses for technicians expired less than 1 year
- Colorado law enforcement workshops
- Hospital-based CPS program sessions
- Caretaker and parent-based trainings

The Car Seats Colorado training program has identified several counties within Colorado that have a low technician to pediatric population rate per county. In 2023, Car Seats Colorado will provide technician training courses in areas that impact those counties to increase the number of active CPS technicians in those under-served areas.

Once these trainings are complete, CPS technicians will have an opportunity to be active in under-served communities across Colorado. The under-served areas were identified by comparing population rate to technician rate by county. The counties identified for the for the 2023/24 grant are as follows: Logan, Weld, Jefferson, Pueblo, Denver, Arapahoe, El Paso, Morgan, Adams, Chaffee, Eagle, Alamosa, Otero, Mesa, Routt, Moffat, Montezuma. 26.5% of Colorado Counties will be visited this grant cycle.

Car Seats Colorado provides the National Standardized Child Passenger Safety Technician training to individuals to become certified CPS technicians and instructors, allowing those individuals to educate the public and assist with the proper selection, installation, and use of child safety seats. All potential CPS

technicians must successfully complete the training program and meet all certification requirements outlined in the NHTSA Standardized Child Passenger Safety Technician Policies & Procedures Manual. The information below provides an overview of trainings to date.

To date Car Seats Colorado completed:

6 CEU Update Class (1 cancelled due to weather), 5 New Technician Certification Classes, 6 advocate classes (3 additional cancelled), 1 Certification Renewal Course, and 2 safety events.

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

- Parents and caregivers of newborns
- Parents and caregivers of children (birth to 16 years)
- Child care providers
- EMS and registered nurses in the hospital setting
- Law enforcement officers
- School bus drivers
- Booster seat/seat belt program (5-8 years of age)
- New American/Refugee Advocacy Awareness Classes

Certified CPS technicians and instructors will provide information to the public about proper seating positions for children in airbag-equipped motor vehicles, the importance of restraint use, and instruction on the proper use of child restraint systems. The link below provides an overview of educational events and check-up events across the state: <https://www.facebook.com/carseatscolorado/events?key=events>.

In 2023/24, the Occupant Protection (Child Passenger Safety) Inspection Stations planned activities also include:

- ongoing nursing education to ensure that 100% of new parents discharged are receiving car seat safety education. Outreach and communication in the local community to increase the number of infants and young children using the correct restraint for their size and age. Increase the number of people utilizing car seat inspection stations.
- increasing the number of certified car seat technicians, Child Passenger Safety (CPS) awareness, education, and enforcement activities to all State Patrol districts statewide, and engaging statewide organizations such as CO Community Health Network.
- offering educational programming to schools and daycares on the importance of using proper restraints for children in vehicles.

- targeting Denver communities and schools near the High Injury Network (HIN) with lower restraint compliance through a partnership with Denver Vision Zero with messaging to support policy initiatives such as primary seat belt law.

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: **35**

Estimated total number of technicians: **100**

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 2023, Adams County received additional 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 and 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 2024.

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 are required to report campaign and non-campaign citation activity and show that seat belt enforcement efforts are sustained 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 working 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 the majority of 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 2023, 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 2024, 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 2024 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 2022 was 87%, however, compliance rates in rural areas drop as low as 67.6% and unrestrained fatality rates in rural areas are historically higher than in urban areas. In 2022 three counties rated the lowest in seat belt compliance were Pueblo (67.6%), Chaffee (69.2%), Fremont (78.2.1%), all of which encompass rural areas.

Fatalities involving drivers aged 20 or younger consistently range from 13%-15% of total fatalities. In 2022, 105, or 14%, 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 Drivers 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 2023 with officers from the Colorado State Patrol and 109 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 work 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), a coalition of state and local agencies, non-profits and private-sector partners concerned about teen driving safety was formed. 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 prevention impact the greatest number of people.

For 2024, young driver proposals that addressed positive youth development, prevention strategies and community-based traffic safety continue to be prioritized for funding.

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 FY23.

- 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.
- New for 2024 the HSO will fund FCCLA 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: **2/1/2019**

S.1300.22

405(c) State Traffic Safety Information System Improvements Grant Application

Qualification criteria:

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

Meeting Date
12/15/22
3/16/23
5/18/23
8/17/23

- **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:**

TABLE 1. TRCC 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	CSP	Citation/Adjudication
Barbara Gabella	Member	CDPHE	Injury Surveillance
Webster Hendrix	Member	DHS	Injury Surveillance
Jennifer Frale	Member	Judicial	Citation/Adjudication
Amy Bhikha	Member	OIT	Data Use & Integration

State traffic records strategic plan:

Updated and approved on 7/11/2023.

Quantitative Improvement:

Performance Measure: Percentage of MIRE FDE intersection data collection

CDOT worked on collecting MIRE FDE data for qualifying roadway segments and intersections to support traffic safety analysis. 7,075 qualifying intersections were identified within the State of Colorado in need of collecting the MIRE Intersection FDEs including location, intersection configuration, and traffic control devices. As of April 2022, 69% (4,881 out of 7,075 public intersections) of MIRE FDE intersection data was collected. We are pleased to report 100% of the qualifying intersection data has been collected as of March 31, 2023, meeting the goal for FY 23.

State highway safety data and traffic records system assessment:

Date of Assessment: **11/25/2019**

Requirement for maintenance of effort:

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

Use of grant funds:

The State of Colorado is using grant funds to make quantifiable, measurable progress improvements in the accuracy, completeness, timeliness, uniformity, accessibility or integration of data in a core highway safety database.

S. 1300.23

405(d) Impaired Driving Countermeasures Grant

Impaired driving assurances

Impaired driving qualification: Mid-Range State

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

Impaired driving program assessment

Date of the last NHTSA-facilitated assessment of the State's impaired driving program conducted:

Date of Last NHTSA Assessment: November 2005

Authority to operate.

Direct copy of the section of the statewide impaired driving plan that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval.

Authority and Basis for CTFDID Operation

CO - Colorado Revised Statutes Annotated

TITLE 42. VEHICLES AND TRAFFIC

REGULATION OF VEHICLES AND TRAFFIC

ARTICLE 4. REGULATION OF VEHICLES AND TRAFFIC

PART 13. ALCOHOL AND DRUG OFFENSES

C.R.S. 42-4-1306

Current through all Laws passed during the 2022 Legislative Session

42-4-1306. Colorado Task Force on Drunk and Impaired Driving - creation - legislative declaration

(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.)

History

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.

Key Stakeholders

The process to develop and approve the Colorado Impaired Driving Plan

The CTFDID in 2013 created subcommittees consistent with NHTSA Guideline Number 8 Impaired Driving.

The subcommittees are listed below:

- COMMUNICATION PROGRAM
- CRIMINAL JUSTICE SYSTEM
- PROGRAM EVALUATION AND DATA
- PREVENTION
- ALCOHOL AND OTHER DRUG MISUSE

The subcommittees are chaired by CTFDID members, representatives, or stakeholders with expertise in the discipline. The subcommittee chairs comprise groups of other CTFDID members, representatives, and stakeholders. Meetings and subcommittee engagements are up to the subcommittee chairs and members, but all subcommittee chairs report at each CTFDID meeting.

The subcommittees each year, after the state's legislative session ends in May, submit a report on their subcommittee's progress and plans to the CTFDID Executive Committee comprised of the Chair, Vice-Chair, and Secretary. The CTFDID Executive Committee creates an annual report from the submitted subcommittee reports. The completed Statewide Impaired Driving Plan report is presented to the entire CTFDID at a meeting

after the state's legislative session has ended. The CTFDID members and representatives then vote on the acceptance and approval of the plan.

Members and representatives of the CTFDID approved the Statewide Impaired Driving Plan on May 21, 2021.

Letter of Introduction

It is our honor to present the 2020 Statewide Impaired Driving Plan for the State of Colorado. This comprehensive plan was created by members and representatives of the Colorado Task Force on Drunk and Impaired Driving (CTFDID) with significant input and involvement of partners, stakeholders, and interested parties. Development of the plan began in March 2019 and was approved by the task force on May 21, 2021. The CTFDID was created by Colorado Revised Statute 42-4-1306 in 2006 to address the problems and challenges of impaired driving.

The Colorado CTFDID statutorily consists of state agency members at the executive level or designees from:

- Department of Transportation.
Glenn Davis, Highway Safety Manager, Highway Safety Office
- Department of Revenue (3 representatives):
 1. Expertise in driver's license sanctioning.
Crystal Soderman, Director of Driver Control
 2. Expertise in enforcement of the state's liquor sales laws.
Michelle Stone-Principato, Director Liquor Enforcement Division
 3. Marijuana enforcement division.
Allison Robinette, Director of Policy and Regulatory Affairs
- State Court Administrator.
Judge Monica Gomez, 4th Judicial District
- Colorado State Patrol.
Josh Downing, Lieutenant Colonel
- State Public Defender.
Daniel Gagarin, Public Defender

- Division of Behavioral Health, Department of Human Services (2 representatives):
 1. Expertise in substance abuse education and treatment for DUI or DWAI offenders.
 Webster Hendricks, Persistent Drunk Driving Program Specialist
 2. Expertise in providing minors, adolescents, and juvenile offenders with substance abuse treatment and related services.
 Bonnie Holliday, Manager, Adolescent Substance Use Disorder Programs
- Division of Probation Service
 Sasah Cafro, Manager of Programs, State Court Administrator's Office
- Department of Public Health and Environment.
 Jeffrey Groff, Program Manager, EBAT and Laboratory Certification

Representing stakeholders' groups in Colorado on the Task Force are:

- Statewide Association of Chiefs of Police.
 Greg Daly, Chief Avon Police Department
- Statewide Organization of County Sheriffs.
 Dave Fisher, Undersheriff-Elbert County Sheriff's Office
- A victim or a family member of a victim of drunk or impaired driving.
 Vacant
- Statewide Organization of victims of drunk or impaired driving.
 Fran Lanzer, Regional Executive Director, Mothers Against Drunk Driving (MADD)
- Statewide Organization of district attorneys with experience in prosecuting drunk or impaired driving offenses (District Attorney's Office).
 Jennifer Knudsen, Traffic Safety Resource Prosecutor Colorado District Attorneys' Council
- Statewide Organization of criminal defense attorneys with experience in defending persons charged with drunk or impaired driving offenses.
 Abe Hutt, Attorney at Law

- Statewide Organization that represents persons who sell alcoholic beverages for consumption on premises.
Paul Aylmer, President & CLO-Epicurean Catering-Colorado Restaurant Association
- Statewide Organization that represents persons who sell alcoholic beverages for consumption off premises
Andrew Klosterman, CEO Peak Beverage
- Statewide Organization that represents distributors of alcoholic beverages in Colorado
Vacant
- Manufacturer of alcoholic beverages in Colorado
Vacant
- A person under twenty-four years of age enrolled in secondary or post-secondary school.
Vacant
- Statewide Organization that represents alcohol and drug addiction counselors.
Vacant
- Statewide organization that represents persons licensed to sell retail marijuana for consumption off premises.
Truman Bradley, Director Marijuana Industry Group
- Community-based representative of the substance use disorder prevention field.
Shayna Kefalas, Program Director at Partners
- A representative from the retail or medical marijuana industry who is an owner or manager of a retail dispensary.
Sarah Woodson, The Color of Cannabis
- The director of the peace officers' standards and training board or the director's designee.
Erik J. Bourgerie, Director Colorado Peace Officer Standard Training (POST)
- A researcher who is appointed by a majority of the task force members and who specializes in drunk and impaired driving research.

Allison Rosenthal, Impaired Driving Statistical Analyst, Colorado Department of Public Safety

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.

The Impaired Driving Plan for the State of Colorado was created by developing a work plan with teams of subject matter experts and team leads in the following components:

- COMMUNICATION PROGRAM
- CRIMINAL JUSTICE SYSTEM
- PROGRAM EVALUATION AND DATA
- PREVENTION
- ALCOHOL AND OTHER DRUG MISUSE

These exceptional teams, comprised of professionals dedicated to reducing incidents of impaired driving, worked to develop these plans and then presented to the entire CTFDD for input and adoption. This Impaired Driving Plan for the State of Colorado is a living document designed to accomplish the mission of the CTFDID and to be fluid and adaptable based upon future data, trends, and forecasts.

Sincerely,



Chief Robert L. Ticer, Loveland Police
Chair, Colorado Task Force on Drunk and Impaired Driving



Glenn Davis, Colorado Department of Transportation
Co-Chair, Colorado Task Force on Drunk and Impaired Driving



Tricia C. Miller, Colorado State Patrol

Secretary, Colorado Task Force on Drunk and Impaired Driving

Authority and Basis for CTFDID operation

C.R.S. 42-4-1306

42-4-1306. Colorado task force on drunk and impaired driving - creation - legislative declaration

- (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 executive director of 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.)

History

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.

Process to develop and approve the Colorado Impaired Driving Plan

The CTFDID created subcommittees consistent with NHTSA Guideline Number 8 Impaired Driving in 2013.

The subcommittees are listed below:

- COMMUNICATION PROGRAM
- CRIMINAL JUSTICE SYSTEM
- PROGRAM EVALUATION AND DATA

- PREVENTION
- ALCOHOL AND OTHER DRUG MISUSE

The subcommittees are chaired by CTFDID members, representatives, or stakeholders with expertise in the discipline. The chairs of the subcommittees comprise their groups of other CTFDID members, representatives, and stakeholders. Meetings and subcommittee engagements are up to the subcommittee chairs and members but, all subcommittee chairs report out at each CTFDID meeting.

The subcommittees each year after the state's legislative session ends in May submit a report on their subcommittee's progress and plans to the CTFDID Executive Committee which is comprised of the Chair, Vice-Chair and Secretary. The CTFDID Executive Committee creates an annual report from the submitted subcommittee reports. The completed Statewide Impaired Driving Plan report is presented to the entire CTFDID at a meeting after the state's legislative session has ended. The CTFDID members and representatives then vote on the acceptance and approval of the plan.

The Statewide Impaired Driving Plan was approved by members and representatives of the CTFDID on May 21, 2021.

Colorado Impaired Driving Plan Program Components

Communication

Overview

- In Colorado, the target impaired driving audience is males between the ages of 21 to 34.
- Hispanics, who represent 21% of Colorado's total population, are also targeted through a culturally relevant campaign that is informed by market research.
- The public awareness campaigns focus on reaching both repeat offenders and people before they become first-time offenders. They employ a variety of measures to ensure market saturation, from paid advertising, event activation, media relations, partnerships, alliances, and public relations.
- Fifteen high-visibility *The Heat Is On* impaired driving enforcement periods are paired with a public awareness campaign, which combine advertising, media relations and public relations to ensure sustained coverage throughout the year.

- CDOT analyzes Fatal Accident Report (FARS) data to determine whether impaired-related fatalities are decreasing after campaign implementation. A pre and post survey is also conducted to measure campaign recall and awareness. Finally, a driver survey that measures perceptions and behaviors related to impaired driving is conducted annually.
- Paid and earned impression data is generated monthly to track breadth and scope of campaigns to ensure wide audience penetration.

Media Relations / Advertising

The majority of paid media advertising occurs between the Memorial Day and Labor Day time period, which specific focus on the on the Labor Day Crackdown to support the National Highway Traffic Safety

Administration's (NHTSA) efforts. Paid advertising includes on-line digital and social platforms, Out of Home (OOH) billboards, in-bar posters and coasters, bus tails, and radio. This ensures penetration of our target audience in both rural and urban areas of the state. As applicable, advertising tactics are converted into linguistically appropriate and culturally relevant formats to reach Hispanic audiences.

Advertising dollars and creative also support Checkpoint Colorado enforcement, which runs from Memorial Day weekend through Labor Day weekend. Checkpoint handouts are developed, which direct drivers to www.HeatIsOnColorado.com to give feedback on the checkpoint through a survey.

Additional marketing efforts include an extensive promotion of smartphone breathalyzers as a tool that promotes responsible consumption and elevates awareness of how BAC effects safety. This approach pairs well with other tools, such as the use of ride share programs. Overall, the campaign strives to not only educate but also provide people actual ideas on actions they can take to avoid driving impaired. Providing people with real solutions that move them to act is a core tenant on the spectrum of behavioral change.

Advertising assets and collateral material are also made available to traffic safety partners, law enforcement, public health providers and private employers for adoption and distribution in specific areas of the state. This helps extends the message beyond the actual media buy and brings new messengers into the equation.

Campaign success is measured, in the short term, by number of paid and earned media impressions. Recall of campaign taglines and messages is achieved through a pre-survey conducted in the spring and a post-survey conducted later in the summer. In the long term, fatality data and DUI arrests are tracked for decreases over time and an annual survey of driver behaviors and attitudes about the dangers of driving impaired by drugs and alcohol is conducted each January.

Challenges and Opportunities

- Moving people from awareness to action to achieve meaningful change.
- Reaching repeat DUI offenders and helping them break the cycle of arrest.
- Changing a common misconception that driving under the influence of cannabis is safe.
- Launching campaigns that are innovative and fresh to retain media and public interest.
- Ensuring campaigns are relevant to our target audience and culturally for Hispanic audiences.
- Communicating the legal and safety consequences of impaired driving that achieves social change.

Recommended Strategies

- Develop impactful advertising in culturally and linguistically ways that resonate with our target audiences.
- Develop a relevant drugged driving public awareness campaign that uses multiple partners and touch points.
- Based on Countermeasure 5.2 of Countermeasures That Work 2013, implement a mass media campaign that consists of intensive communication and outreach activities regarding impaired driving that use radio, TV, print and other mass media, both paid and/or earned.
- Focus on deterrence by publicizing high visibility enforcement and focus on behavioral changes, such as the use of designated drivers, ride share programs, and mass transit.
- Continue to target males between the ages of 21 and 34 as they have the highest propensity for DUI arrests.
- Continue to target Hispanic audiences with a campaign that is ethnically and culturally relevant.

Public Affairs / Advocacy

Overview

Supplementing paid advertising with a robust public relations strategy greatly helps extend the campaign message. Providing new and interesting ways for the news media to cover the issue of impaired driving is critical to extending our message. Therefore, new and imaginative concepts are used to attract attention. From offering free breathalyzer tests at sporting events to holding a public forum on the dangers of drugged driving, CDOT campaigns never lack innovation or freshness.

Also vital to the public relations strategy is partnerships and alliances. By working with law enforcement, public health, universities, traffic safety non-profits like MADD, and private employers' partners are empowered to carry the message to new audiences. A collaborative effort with NoDUIColorado, the Foundation for Advancing Alcohol Responsibility and BACtrack is working to make the use of smartphone breathalyzers widespread. A partnership with Lyft is helping normalize the use of ride share programs among the target audience.

Involving law enforcement as a visible component in the public relation strategy is key. Fear of arrest is a strong deterrent to impaired driving so law enforcement is involved in press events and other outreach that promotes the 15 high-visibility enforcement periods each year.

Challenges and Opportunities for Improvement

- Reaching a rural audience with messaging through partnerships with employers and others. • Develop fresh public relations strategies that gain media attention
- Developing audience-relevant campaigns.
- Empower new groups to carry the message to new audiences
- Continue to increase awareness of *The Heat Is On* campaign.

Recommended Strategies

- Through public relations, identify relevant third-party influencers to help spread impaired driving messages.

- The overall goal is to reduce alcohol-related fatalities and increase positive behavior change, with a sub-goal of increasing public awareness of *The Heat Is On* campaign and both the dangers and legal consequences of impaired driving.

Criminal Justice System

Laws

Colorado is in compliance with the NHTSA Uniform Guidelines for State Highway Safety Program No. 8 as delineated below:

Definition of Offenses

- Driving while impaired by alcohol or other drugs (whether illegal, prescription or over-the-counter) and treating both offenses similarly;
- Driving with a blood alcohol concentration (BAC) limit of .08 grams per deciliter, making it illegal per se to operate a vehicle at or above this level without having to prove impairment;
- Driving with a high BAC (i.e., .15 BAC or greater) with enhanced sanctions above the standard impaired driving offense;
- Zero tolerance for underage drivers, making it illegal “per se” for people under age 21 to drive with any measurable amount of alcohol in their system (i.e., .02 BAC or greater);
- Repeat offender with increasing sanctions for each subsequent offense;
- Test refusal sanctions at least as strict or stricter than a high BAC offense;
- Driving with a license suspended or revoked for impaired driving, with vehicular homicide or causing personal injury while driving impaired as separate offenses with additional sanctions; and
- Open container laws, prohibiting possession or consumption of any open alcoholic beverage in the passenger area of a motor vehicle located on a public highway or right-of-way (limited exceptions are permitted under 23 U.S.C. 154 and its implementing regulations, 23 CFR Part 1270);

Colorado law does not currently contain a primary seat belt provision that does not require that officers observe or cite a driver for a separate offense other than a seat belt violation. Working

towards passage of this type of legislation is an area of ongoing focus and effort for the CTFDID and its partner organizations.

Facilitation of Effective Enforcement

- Authorize law enforcement to conduct sobriety checkpoints, (i.e., stop vehicles on a nondiscriminatory basis to determine whether operators are driving while impaired by alcohol or other drugs);
- Authorize law enforcement to use passive alcohol sensors to improve the detection of alcohol in drivers;
- Authorize law enforcement to obtain more than one chemical test from an operator suspected of impaired driving, including preliminary breath tests, evidential breath tests, and screening and confirmatory tests for alcohol or other impairing drugs; and

Establishment of Effective Penalties

- Administrative license suspension or revocation for failing or refusing to submit to a BAC or other drug test;
- Enhanced penalties for BAC test refusals, high BAC, repeat offenders, driving with a suspended or revoked license, driving impaired with a minor in the vehicle, vehicular homicide, or causing personal injury while driving impaired, including longer license suspension or revocation; installation of ignition interlock devices; license plate confiscation; vehicle impoundment, immobilization or forfeiture; intensive supervision and electronic monitoring; and threat of imprisonment.
- Assessment for alcohol or other drug abuse problems for all impaired driving offenders and, as appropriate, treatment, abstinence from use of alcohol and other drugs, and frequent monitoring; and
- Driver license suspension for people under age 21 for any violation of law involving the use or possession of alcohol or illicit drugs.

Colorado law does not currently in compliance include “Prompt and certain administrative license suspension of at least 90 days for first-time offenders determined by chemical test(s) to have a BAC at or above the State’s “per se” level or of at least 15 days followed immediately by a restricted, provisional or conditional license for at least 75 days, if such license restricts the offender to operating only vehicles equipped with an ignition interlock”. Current Colorado state law requires a suspension of 60 days for first-time offenders as defined above. An increase of suspension to 90 days would require legislative action.

Enforcement

The Colorado Highway Safety Office, through partnerships with state and local law enforcement, Conducts High Visibility Enforcement operations based on problem identification. The state utilizes Sobriety Checkpoints as well as saturation patrols and publicizes the events prior to, during, and after each event. The Highway Safety Office oversees 15 impaired driving enforcement events each year and actively participates in all NHTSA national safety impairment mobilizations. The Highway Safety Office and the CTFDID coordinate with state and local liquor law enforcement on enforcement efforts. Colorado peace officers that participate in Highway Safety Office impaired driving events are compliant with state field sobriety testing standards. Officers trained in Advanced Roadside Impaired Driving Enforcement (ARIDE) and Drug Recognition Expert (DRE) training are encouraged to participate in impaired driving enforcement events.

Publicizing High Visibility Enforcement

As mentioned under Enforcement, the Colorado Highway Safety Office partners with law enforcement and organizations represented on the CTFDID to publicize High Visibility Enforcement events. This publicity occurs before, during, and after each event and include social media, roadside signage, and public service announcements.

Prosecution

The Colorado Highway Safety Office and the CTFDID partner with the Colorado District Attorneys’ Council to provide prosecutors experienced in traffic safety prosecution to deliver training to local jurisdictions. This training includes elements of in-the-field law enforcement efforts and courtroom processes to facilitate effective prosecution of impaired driving related offenses.

Adjudication

There are approximately twelve DUI courts operating in Colorado. These courts are geographically distributed and are established and operated according to community engagement.

Colorado recognizes the need for more DUI courts and continues to encourage communities to establish these courts. Additionally, the Highway Safety Office has actively been encouraging judicial districts to create 24/7 sobriety programs. To date the Highway Safety Office has not been able to secure a project but will, in cooperation with CTFID, continue to seek out a 24/7 sobriety program. If proven successful, the plan will be replicated statewide.

Administrative Sanctions and Drive Licensing Programs

Colorado currently uses administrative sanctions, including the suspension or revocation of an offender's driver's license; the impoundment, immobilization or forfeiture of a vehicle; the impoundment of a license plate; or the use of ignition interlock devices, to prevent repeat impaired driving offenses.

Colorado also has program compliant with the below recommendations:

- **Administrative License Revocation and Vehicle Sanctions:** Each state's Motor Vehicle Code should authorize the imposition of administrative penalties by the driver licensing agency upon arrest for violation of the State's impaired driving laws, including administrative driver's license suspension, vehicle sanctions and installation of ignition interlock devices.
- **Programs:** Each State's driver licensing agency should conduct programs that reinforce and complement the State's overall program to deter and prevent impaired driving, including graduated driver licensing (GDL) for novice drivers, education programs that explain alcohol's effects on driving, the State's zero-tolerance laws, and a program to prevent individuals from using a fraudulently obtained or altered driver's license.

Program Evaluation and Data

Each State should have access to and analyze reliable data sources for problem identification and program planning. Each State should conduct several different types of evaluations to effectively measure progress, to determine program effectiveness, to plan and implement new program strategies, and to ensure that resources are allocated appropriately.

The Colorado Department of Public Health and Environment (CDPHE) receives traffic crash reports and emergency department/hospitalization data on an annual basis. CDPHE analyzes these traffic crash reports, emergency department and hospitalization data, and the Fatality Analysis Reporting System (FARS) data to produce the annual Colorado Problem Identification Report for problem identification and evaluation of traffic safety prevention strategies and programs.

The Colorado Department of Public Safety (CDPS) has created a database of all impaired driving citations and dispositions, breath and blood toxicology results, and pre-sentence probation assessments. The database is used to produce an annual report that provides a thorough understanding of impaired driving, particularly from substances other than alcohol.

Each State should establish and maintain a records system that uses data from other sources (e.g., U.S. Census, FARS, CODES) to fully support the impaired driving program. A statewide traffic records coordinating committee that represents the interests of all public and private sector stakeholders and the wide range of disciplines that need the information should guide the records system.

Colorado formed the Statewide Traffic Records Advisory Committee (STRAC) by bringing together several agencies who work in traffic safety to improve traffic records. These agencies include: The Colorado Department of Transportation, Colorado Department of Revenue, Colorado Department of Public Safety, Colorado Department of Public Health and Environment, Colorado Office of Behavioral Health, Colorado Governor's Office of Information Technology, and Colorado Judicial Branch. The Committee represents the interests of public and private sector stakeholders and is charged with overseeing the development, implementation, and management of a strategic plan for the improvement of state traffic records. Impaired driving is among one of the topics to improve on traffic records. The

newly revised traffic crash report (DR3447) now includes three separate fields when the officer suspects impairment: alcohol, marijuana, or other drugs. This enhancement provides traffic safety professionals with additional data elements to guide impaired driving prevention efforts.

Each State's driver licensing agency should maintain a system of records that enables the State to: (1) identify impaired drivers; (2) maintain a complete driving history of impaired drivers; (3) receive timely and accurate arrest and conviction data from law enforcement agencies and the courts, including data on operators as prescribed by the commercial driver licensing regulations; and (4) provide timely and accurate driver history records to law enforcement and the courts.

The Colorado Department of Revenue is the custodian of records for all driver and vehicle records. This information is maintained in the Colorado DRIVES system and includes information such as departmental withdrawals, driver history, conviction data, crash reports, DOT medical certifications, driver testing and the like. The DRIVES system evaluates driver records and links associated administrative withdrawals for alcohol violations with convictions from the court for the same associated stop. The system will evaluate the type of conviction and apply the appropriate withdrawal or requirements if applicable (e.g. persistent drunk driver). DRIVES also has numerous interfaces with courts, law enforcement, and various state agencies to ensure timely updates to driver records and real time information sharing.

Prevention

Promote Responsible Alcohol Service: Promote policies and practices that prevent illegal alcohol sales by people under age 21 and over-service to people age 21 and older.

- *Work with the CTFDID Communications Workgroup to create and implement an educational campaign to inform alcohol and cannabis retailers of the benefits of incorporating responsible beverage server training in their business.*
- *Work with community-level prevention coalitions to implement or promote responsible beverage server training at a local level, using campaign assets mentioned above.*

- *Explore the feasibility of policy (local and/or state) mandating responsible beverage and cannabis service training for businesses.*
- *Coordinate with local law enforcement to promote existing responsible beverage service training available to retailers.*

Promote Transportation Alternatives: Promote alternative transportation programs, such as designated driver and safe ride programs, especially during high-risk times, which enable drinkers age 21 and older to reach their destinations without driving.

The CTFDID Prevention Workgroup recommends the need to undertake a study to determine the resources necessary to create an “Alternative Ride Liaison” position at the State level. The study will investigate if the creation of a position is feasible and if there are other ways to accomplish the goals listed below.

- *Gather information on all types of existing alternative ride programs. Information should include both non-profit and for-profit ride services in Colorado and nationwide. Various funding sources will be an important part of this library.*
- *Gather information about all the concomitant issues that might be barriers to using alternative rides, such as overnight parking, retrieving vehicle the next day, parking tickets, etc.*
- *Organize and cross-reference this information in a manner such that anyone in any jurisdiction in Colorado can access it, specific to local needs: by population; by rural/urban; by for-profit/non-profit; by availability (all the time or only certain hours or only certain days).*
- *Provide information to any jurisdiction, when requested.*
- *Promote the already-existing alternative ride programs in various jurisdictions throughout the State.*
- *Foster collaborations between prevention stakeholders (State of Colorado, community-based organizations, local law enforcement) to expand cost-sharing ride share resources (example: discount codes) for events that pose a high risk of drunk and drugged driving.*

Conduct Community-Based Programs: Conduct community-based programs that implement

prevention strategies at the local level through a variety of settings, including schools, employers, medical and health care professionals, community coalitions and traffic safety programs.

Schools: School-based prevention programs, beginning in elementary school and continuing through college and trade school, should play a critical role in preventing underage drinking and impaired driving. These programs should be developmentally appropriate, culturally relevant and coordinated with drug prevention and health promotion programs.

- *Increase flow of information to school-based centers regarding primary seat belt laws, alternative rides, and Colorado's Graduated Driver License (GDL) requirements.*
- *Increase use of social media outlets regarding alternative rides and primary seat belt laws, specific to new and young drivers.*
- *Identify locally funded prevention providers, in order to disseminate information specific to primary seat belt laws, alternative rides, and Colorado's Graduated Driver License (GDL) requirements.*
- *Identify local DUI Providers licensed to provide Youth DUI Treatment Services, in order to disseminate educational material specific to primary seat belt laws, alternative rides, and Colorado's Graduated Driver License (GDL) requirements, when working with Youth DUI offenders.*

Employers: States should provide information and technical assistance to employers and encourage employers to offer programs to reduce underage drinking and impaired driving by employees and their families.

In addition to the aforementioned recommendations to promote transportation alternatives, applicable to employers, the CTFDID Prevention Work Group also recommends:

- *Coordination between relevant state agencies and community partners to share education resources (example: SpeakNow!, Good to Know, The Heat is On) with the business community, workforce centers, chambers of commerce, etc.*
- *Promotion of ride-share resources to employers via Colorado Department of Labor and Employment (CDLE).*

Community Coalitions and Traffic Safety Programs: Community coalitions and traffic safety programs should provide the opportunity to conduct prevention programs collaboratively with other interested parties at the local level and provide communications toolkits for local media relations, advertising, and public affairs activities. Coalitions may include representatives of government such as highway safety; enforcement; criminal justice; liquor law enforcement; public health; driver licensing and education; business, including employers and unions; the military; medical, health care and treatment communities; multicultural, faith-based, advocacy and other community groups; and neighboring countries, as appropriate.

The Prevention Work Group recommends supporting and scaling local innovations in collaborative impaired driving prevention efforts. Impaired driving prevention can make a greater impact when combined with community-based partnerships to engage and educate stakeholders on risk and protective factors associated with impaired driving and coordinated local law enforcement activities. This includes:

- *Aligning and coordinating state and federal funding for community-based initiatives that address common risk and protective factors of impaired driving (e.g., Communities That Care, Strategic*

Prevention Framework - Partnership for Success, Persistent Drunk Driving and Law Enforcement Assistance Funds) thereby creating collaborative and coordinated prevention activities that address many health and safety outcomes, including impaired driving.

- *Promoting law-enforcement and community-based partnerships for greater impact on impaired driving prevention activities that require varied intervention components (e.g., community engagement and enforcement activities needed to conduct High Visibility Enforcement (HVE) events).*

- *Collaboratively educating the public on the benefits of policies and practices known to address risk factors associated with impaired driving (e.g., availability of alcohol and other drugs).*

Alcohol and Other Drug Misuse: Screening, Assessment, Treatment, and Rehabilitation

Since 2015 when Colorado passed a felony DUI law, the workgroup's primary focus has been on developing and implementing a new model of treatment called Level II Four Plus. The felony DUI law was a recommendation of the CTFDID. Level II Four Plus is a specialized treatment program for those individuals who have been convicted of four or more impaired driving offenses. It establishes a more comprehensive treatment service provision under the Level I and Level II Education, Therapy, and Treatment provision authorized in Section 42-4- 1301.3(3)(c)(IV), C.R.S.

This new treatment model has a more comprehensive and effective treatment structure for those individuals who have had four or more impaired driving offenses. The workgroup has focused on evidence based and best practice screening, assessment and treatment strategies in the development of this new treatment model. By having treatment focus on assessed clinical needs, and treatment completion focused on achievement of phases and competencies, individuals have the ingredients necessary to make lasting behavior change, and as a result increase public safety on our roadways.

Now that Level II Four Plus has been implemented in Colorado since July 2017, this workgroup will focus on increasing the capacity, capability and accessibility of these services statewide. Challenges to successful implementation are identified and addressed. Successful implementation necessitates ongoing training across DUI system stakeholders, and ongoing support and technical assistance to treatment programs delivering treatment to this high-risk impaired driving population.

S. 1300.25

405(f) Motorcyclist Safety Grant

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 that has been approved by the designated State authority and adopted by the State:

Approved curricula: **Motorcycle Safety Foundation Basic Rider Course**

Other approved curricula:

CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

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
Number of registered motorcycles in counties where training is conducted. 140,540	
140,540 is 77% of all registered motorcycles in Colorado.	

Total number of registered motorcycles in State.

Total # of registered motorcycles in State: **181,754**

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. 43-5-501

Amended Date:1/1/2018

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. 1300.27

405(h) Preventing Roadside Deaths

(a) Purpose. This section establishes criteria, in accordance with 23 U.S.C. 405(h), for awarding grants to States that adopt and implement effective programs to prevent death and injury from crashes involving motor vehicles striking other vehicles and individuals stopped at the roadside.

(c) Qualification criteria. To qualify for a grant under this section in a fiscal year, a State shall submit a plan that describes the method by which the State will use grant funds in accordance with paragraph (e) of this section. At a minimum, the plan shall state the eligible use(s) selected, consistent with paragraph (e) of this section, and include—

(1) identification of the specific safety problems to be addressed, performance measures and targets, the countermeasure strategies at the level of detail required by § 1300.11(b)(1), (3), and (4); and

(2) identification of the projects at the level of detail required by § 1300.12(b)(2) that support those strategies the State will implement during the fiscal year to carry out the plan.

(e) Use of grant funds. A State may only use grant funds awarded under 23 U.S.C. 405(h) as follows: **2) To educate the public regarding the safety of vehicles and individuals stopped at the roadside in the State through public information campaigns for the purpose of reducing roadside deaths and injuries;**

Identification of Highway Safety Problems

Roadside fatalities continue to occur. Despite the existence of a Slow Down, Move Over law in all states, the AAA Foundation for Traffic Safety found that nearly 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 comply with Move Over laws at all times, 42% thought this behavior was somewhat or not dangerous at all to roadside emergency workers. Nationally, nearly 350 people are struck and killed every year while outside a disabled vehicle on the roadside.

The Colorado State Patrol conducted an analysis of the five line-of-duty deaths and ninety-six other struck-by incidents which have occurred within the agency over the last five years.

In addition, data shows construction/work zone fatalities in the State have increased:

Construction Zone	Total
2018	3
2019	8
2020	13
2021	10
2022	10
2023 *	6

Given the increases in construction/work zone fatalities, the action plan items which resulted from this analysis was **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 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 proactive communications campaign Statewide.

One of the action plan items which resulted was **continuous messaging** to educate the public about the Colorado “Slow Down, Move Over” law and to keep the appropriate driving behavior top of mind.

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.

Performance Measure and Target

Performance measure name	Target Metric Type	Target Period	Target Start Year	Target End Year	Target Value
C-16) Number of fatalities involving a worker in Work Zones	Numeric	Annual	2023	2024	Maintain at 10

Countermeasure Strategy: Communication Program

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;

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.

Goal:

Through a public safety education campaign increase the awareness and adoption of the Slow Down, Move Over law with Colorado motorists through a proactive campaign and ongoing enforcement efforts, resulting in fewer work zone fatalities.

Identification of the projects the State will implement during the fiscal year and use of grant funds.

See Page 79 of this document for further project details and appropriate use of grant funds.

S. 1300.29

1906 Racial Profiling Data Collection

Racial Profiling Data Collection

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:

SENATE BILL 20-217

BY SENATOR(S) Garcia and Fields, Fenberg, Williams A., Gonzales, Moreno, Rodriguez, Bridges, Danielson, Donovan, Foote, Ginal, I lansen, Lee, Pettersen, Story, Todd, Winter, Zenzinger, Coram, Crowder, Hill, Holbert, Priola, Tate; also REPRESENTATIVE(S) Herod and Gonzales-Gutierrez, Garnett, Buckner, Coleman, Exum, Jackson, Melton, Benavidez, Buentello, Caraveo, Duran, Jaquez Lewis, Tipper, Valdez A., Valdez D., Arndt, Becker, Bird, Cutter, Esgar, Froelich, Gray, Hooton, Kennedy, Kipp, Kraft-Tharp, Lontine, McCluskie, McLachlan, Michaelson Jenet, Mullica, Roberts, Singer, Sirota, Snyder, Sullivan, Titone, Weissman, Woodrow, Young, Landgraf. CONCERNING MEASURES TO ENHANCE LAW ENFORCEMENT INTEGRITY, AND, IN CONNECTION THEREWITH, MAKING AN APPROPRIATION. Be it enacted by the General Assembly of the State of Colorado: SECTION 1. Legislative declaration. The general assembly hereby finds and declares that the provisions of Senate Bill 20-217, enacted at the second regular session of the seventy-second general

assembly, are matters of statewide concern. Capital letters or bold & italic numbers indicate new material added to existing law; dashes through words or numbers indicate deletions from existing law and such material is not part of the act. SECTION 2. In Colorado Revised Statutes, add part 9 to article 31 of title 24 as follows: PART 9 LAW ENFORCEMENT INTEGRITY 24-31-901. Definitions. As USED IN THIS PART 9, UNLESS THE CONTEXT OTHERWISE REQUIRES: (1) "CONTACTS" MEANS AN INTERACTION WITH AN INDIVIDUAL, WHETHER OR NOT THE PERSON IS IN A MOTOR VEHICLE, INITIATED BY A PEACE OFFICER, WHETHER CONSENSUAL OR NONCONSENSUAL, FOR THE PURPOSE OF ENFORCING THE LAW OR INVESTIGATING POSSIBLE VIOLATIONS OF THE LAW. "CONTACTS" DO NOT INCLUDE ROUTINE INTERACTIONS WITH THE PUBLIC AT THE POINT OF ENTRY OR EXIT FROM A CONTROLLED AREA. (2) "DEMOGRAPHIC INFORMATION" MEANS RACE, ETHNICITY, SEX, AND APPROXIMATE AGE. (3) "PEACE OFFICER" MEANS ANY PERSON EMPLOYED BY A POLITICAL SUBDIVISION OF THE STATE REQUIRED TO BE CERTIFIED BY THE P.O.S.T. BOARD PURSUANT TO SECTION 16-2.5-102, A COLORADO STATE PATROL OFFICER AS DESCRIBED IN SECTION 16-2.5-114, AND ANY NONCERTIFIED DEPUTY SHERIFF AS DESCRIBED IN SECTION 16-2.5-103 (2). (4) "PHYSICAL FORCE" MEANS THE APPLICATION OF PHYSICAL TECHNIQUES OR TACTICS, CHEMICAL AGENTS, OR WEAPONS TO ANOTHER PERSON. (5) "SERIOUS BODILY INJURY" HAS THE SAME MEANING AS IN SECTION 18-1-901 (3)(p). (6) "TAMPER" MEANS TO INTENTIONALLY DAMAGE, DISABLE, DISLODGE, OR OBSTRUCT THE SIGHT OR SOUND OR OTHERWISE IMPAIR FUNCTIONALITY OF THE BODY-WORN CAMERA OR TO INTENTIONALLY DAMAGE, DELETE, OR FAIL TO UPLOAD SOME OR ALL PORTIONS OF THE VIDEO AND AUDIO. 24-31-902. Incident recordings - release - tampering - fine. (1) (a) (I) BY JULY 1, 2023, ALL LOCAL LAW ENFORCEMENT AGENCIES IN PAGE 2-SENATE BILL 20-217 THE STATE AND THE COLORADO STATE PATROL SHALL PROVIDE BODY-WORN CAMERAS FOR EACH PEACE OFFICER OF THE LAW ENFORCEMENT AGENCY WHO INTERACTS WITH MEMBERS OF THE PUBLIC. LAW ENFORCEMENT AGENCIES MAY SEEK FUNDING PURSUANT TO SECTION 24-33.5-519. (II) (A) EXCEPT AS PROVIDED IN SUBSECTION (1)(a)(II)(B) OR (1)(a)(II)(C) OF THIS SECTION, A PEACE OFFICER SHALL WEAR AND ACTIVATE A BODY-WORN CAMERA OR DASH CAMERA, IF THE PEACE OFFICER'S VEHICLE IS EQUIPPED WITH A DASH CAMERA, WHEN RESPONDING TO A CALL FOR SERVICE OR DURING ANY INTERACTION WITH THE PUBLIC INITIATED BY THE PEACE OFFICER, WHETHER CONSENSUAL OR NONCONSENSUAL, FOR THE PURPOSE OF ENFORCING THE LAW OR INVESTIGATING POSSIBLE VIOLATIONS OF THE LAW. (B) A PEACE OFFICER MAY TURN OFF A BODY-WORN CAMERA TO AVOID RECORDING PERSONAL INFORMATION THAT IS NOT CASE RELATED; WHEN WORKING ON AN UNRELATED ASSIGNMENT; WHEN THERE IS A LONG BREAK IN THE INCIDENT OR CONTACT THAT IS NOT RELATED TO THE INITIAL INCIDENT; AND IN ADMINISTRATIVE, TACTICAL, AND MANAGEMENT DISCUSSIONS. (C) A PEACE OFFICER DOES NOT NEED TO WEAR OR ACTIVATE A BODY-WORN CAMERA IF THE PEACE OFFICER IS WORKING UNDERCOVER. (D) THE PROVISIONS OF THIS SUBSECTION (1)(a)(II) DO NOT APPLY TO JAIL PEACE OFFICERS OR STAFF OF A LOCAL LAW ENFORCEMENT AGENCY IF THE JAIL HAS VIDEO CAMERAS; EXCEPT THAT THIS SUBSECTION (1)(a)(II) APPLIES TO JAIL PEACE OFFICERS WHEN PERFORMING A TASK THAT REQUIRES AN ANTICIPATED USE OF FORCE, INCLUDING CELL EXTRACTIONS AND RESTRAINT CHAIRS. THE PROVISIONS OF THIS SUBSECTION (1)(a)(II) ALSO DO NOT APPLY TO THE CIVILIAN OR ADMINISTRATIVE STAFF OF THE COLORADO STATE PATROL OR A LOCAL LAW ENFORCEMENT AGENCY, THE

EXECUTIVE DETAIL OF THE COLORADO STATE PATROL, AND PEACE OFFICERS WORKING IN A COURTROOM. (III) IF A PEACE OFFICER FAILS TO ACTIVATE A BODY-WORN CAMERA OR DASH CAMERA AS REQUIRED BY THIS SECTION OR TAMPERS WITH BODY-WORN- OR DASH-CAMERA FOOTAGE OR OPERATION WHEN REQUIRED TO ACTIVATE THE CAMERA, THERE IS A PERMISSIVE INFERENCE IN ANY INVESTIGATION OR LEGAL PROCEEDING, EXCLUDING CRIMINAL PROCEEDINGS PAGE 3-SENATE BILL 20-217 AGAINST THE PEACE OFFICER, THAT THE MISSING FOOTAGE WOULD HAVE REFLECTED MISCONDUCT BY THE PEACE OFFICER. IF A PEACE OFFICER FAILS TO ACTIVATE OR REACTIVATE HIS OR HER BODY-WORN CAMERA AS REQUIRED BY THIS SECTION OR TAMPERS WITH BODY-WORN OR DASH CAMERA FOOTAGE OR OPERATION WHEN REQUIRED TO ACTIVATE THE CAMERA, ANY STATEMENTS SOUGHT TO BE INTRODUCED IN A PROSECUTION THROUGH THE PEACE OFFICER RELATED TO THE INCIDENT THAT WERE NOT RECORDED DUE TO THE PEACE OFFICER'S FAILURE TO ACTIVATE OR REACTIVATE THE BODY-WORN CAMERA AS REQUIRED BY THIS SECTION OR IF THE STATEMENT WAS NOT RECORDED BY OTHER MEANS CREATES A REBUTTABLE PRESUMPTION OF INADMISSIBILITY. NOTWITHSTANDING ANY OTHER PROVISION OF LAW, THIS SUBSECTION (1)(a)(III) DOES NOT APPLY IF THE BODY-WORN CAMERA WAS NOT ACTIVATED DUE TO A MALFUNCTION OF THE BODY-WORN CAMERA AND THE PEACE OFFICER WAS NOT AWARE OF THE MALFUNCTION, OR WAS UNABLE TO RECTIFY IT, PRIOR TO THE INCIDENT, PROVIDED THAT THE LAW ENFORCEMENT AGENCY'S DOCUMENTATION SHOWS THE PEACE OFFICER CHECKED THE FUNCTIONALITY OF THE BODY-WORN CAMERA AT THE BEGINNING OF HIS OR HER SHIFT. (IV) (A) IN ADDITION TO ANY CRIMINAL LIABILITY AND PENALTY UNDER THE LAW, IF A COURT, ADMINISTRATIVE LAW JUDGE, HEARING OFFICER, OR A FINAL DECISION IN AN INTERNAL INVESTIGATION FINDS THAT A PEACE OFFICER INTENTIONALLY FAILED TO ACTIVATE A BODY-WORN CAMERA OR DASH CAMERA OR TAMPERS WITH ANY BODY-WORN OR DASH CAMERA, EXCEPT AS PERMITTED IN THIS SECTION, THE PEACE OFFICER'S EMPLOYER SHALL IMPOSE DISCIPLINE UP TO AND INCLUDING TERMINATION, TO THE EXTENT PERMITTED BY APPLICABLE CONSTITUTIONAL AND STATUTORY PERSONNEL LAWS AND CASE LAW. (B) IN ADDITION TO ANY CRIMINAL LIABILITY AND PENALTY UNDER THE LAW, IF A COURT, ADMINISTRATIVE LAW JUDGE, HEARING OFFICER, OR A FINAL DECISION IN AN INTERNAL INVESTIGATION FINDS THAT A PEACE OFFICER INTENTIONALLY FAILED TO ACTIVATE A BODY-WORN CAMERA OR DASH CAMERA OR TAMPERS WITH ANY BODY-WORN OR DASH CAMERA, EXCEPT AS PERMITTED IN THIS SECTION, WITH THE INTENT TO CONCEAL UNLAWFUL OR INAPPROPRIATE ACTIONS OR OBSTRUCT JUSTICE, THE P.O.S.T. BOARD SHALL SUSPEND THE PEACE OFFICER'S CERTIFICATION FOR A PERIOD OF NOT LESS THAN ONE YEAR AND THE SUSPENSION MAY ONLY BE LIFTED WITHIN THE PERIOD OF THE SUSPENSION IF THE PEACE OFFICER IS EXONERATED BY A COURT. PAGE 4-SENATE BILL 20-217 (C) IN ADDITION TO ANY CRIMINAL LIABILITY AND PENALTY UNDER THE LAW, IF A COURT, ADMINISTRATIVE LAW JUDGE, HEARING OFFICER, OR A FINAL DECISION IN AN INTERNAL INVESTIGATION FINDS THAT A PEACE OFFICER INTENTIONALLY FAILED TO ACTIVATE A BODY-WORN CAMERA OR DASH CAMERA OR TAMPERS WITH ANY BODY-WORN OR DASH CAMERA, EXCEPT AS PERMITTED IN THIS SECTION, WITH THE INTENT TO CONCEAL UNLAWFUL OR INAPPROPRIATE ACTIONS, OR OBSTRUCT JUSTICE, IN AN INCIDENT RESULTING IN A CIVILIAN DEATH, THE P.O.S.T. BOARD SHALL PERMANENTLY REVOKE THE PEACE OFFICER'S CERTIFICATION AND THE REVOCATION MAY ONLY BE OVERTURNED IF THE PEACE OFFICER IS EXONERATED BY A COURT.

(b) A LOCAL LAW ENFORCEMENT AGENCY AND THE COLORADO STATE PATROL SHALL ESTABLISH AND FOLLOW A RETENTION SCHEDULE FOR BODY-WORN CAMERA RECORDINGS IN COMPLIANCE WITH COLORADO STATE ARCHIVES RULES AND DIRECTION. (2) (a) FOR ALL INCIDENTS IN WHICH THERE IS A COMPLAINT OF PEACE OFFICER MISCONDUCT BY ANOTHER PEACE OFFICER, A CIVILIAN, OR NONPROFIT ORGANIZATION, THROUGH NOTICE TO THE LAW ENFORCEMENT AGENCY INVOLVED IN THE ALLEGED MISCONDUCT, THE LOCAL LAW ENFORCEMENT AGENCY OR THE COLORADO STATE PATROL SHALL RELEASE ALL UNEDITED VIDEO AND AUDIO RECORDINGS OF THE INCIDENT, INCLUDING THOSE FROM BODY-WORN CAMERAS, DASH CAMERAS, OR OTHERWISE COLLECTED THROUGH INVESTIGATION, TO THE PUBLIC WITHIN TWENTY-ONE DAYS AFTER THE LOCAL LAW ENFORCEMENT AGENCY OR THE COLORADO STATE PATROL RECEIVED THE COMPLAINT OF MISCONDUCT. (b) (I) ALL VIDEO AND AUDIO RECORDINGS DEPICTING A DEATH MUST BE PROVIDED UPON REQUEST TO THE VICTIM'S SPOUSE, PARENT, LEGAL GUARDIAN, CHILD, SIBLING, GRANDPARENT, GRANDCHILD, SIGNIFICANT OTHER, OR OTHER LAWFUL REPRESENTATIVE, AND SUCH PERSON SHALL BE NOTIFIED OF HIS OR HER RIGHT, PURSUANT TO SECTION 24-4.1-302.5 (1)(j) .8), TO RECEIVE AND REVIEW THE RECORDING AT LEAST SEVENTY-TWO HOURS PRIOR TO PUBLIC DISCLOSURE. A PERSON SEVENTEEN YEARS OF AGE AND UNDER IS CONSIDERED INCAPACITATED, UNLESS LEGALLY EMANCIPATED. (II) (A) NOTWITHSTANDING ANY OTHER PROVISION OF THIS SECTION, ANY VIDEO THAT RAISES SUBSTANTIAL PRIVACY CONCERNS FOR CRIMINAL DEFENDANTS, VICTIMS, WITNESSES, JUVENILES, OR INFORMANTS, INCLUDING PAGE 5-SENATE BILL 20-217 VIDEO DEPICTING NUDITY; A SEXUAL ASSAULT; A MEDICAL EMERGENCY; PRIVATE MEDICAL INFORMATION; A MENTAL HEALTH CRISIS; A VICTIM INTERVIEW; A MINOR, INCLUDING ANY IMAGES OR INFORMATION THAT MIGHT UNDERMINE THE REQUIREMENT TO KEEP CERTAIN JUVENILE RECORDS CONFIDENTIAL; ANY PERSONAL INFORMATION OTHER THAN THE NAME OF ANY PERSON NOT ARRESTED, CITED, CHARGED, OR ISSUED A WRITTEN WARNING, INCLUDING A GOVERNMENT-ISSUED IDENTIFICATION NUMBER, DATE OF BIRTH, ADDRESS, OR FINANCIAL INFORMATION; SIGNIFICANTLY EXPLICIT AND GRUESOME BODILY INJURY, UNLESS THE INJURY WAS CAUSED BY A PEACE OFFICER; OR THE INTERIOR OF A HOME OR TREATMENT FACILITY, SHALL BE REDACTED OR BLURRED TO PROTECT THE SUBSTANTIAL PRIVACY INTEREST WHILE STILL ALLOWING PUBLIC RELEASE. UNREDACTED FOOTAGE SHALL NOT BE RELEASED WITHOUT THE WRITTEN AUTHORIZATION OF THE VICTIM OR, IF THE VICTIM IS DECEASED OR INCAPACITATED, THE WRITTEN AUTHORIZATION OF THE VICTIM'S NEXT OF KIN. A PERSON SEVENTEEN YEARS OF AGE AND UNDER IS CONSIDERED INCAPACITATED, UNLESS LEGALLY EMANCIPATED. (B) IF REDACTION OR BLURRING IS INSUFFICIENT TO PROTECT THE SUBSTANTIAL PRIVACY INTEREST, THE LOCAL LAW ENFORCEMENT AGENCY OR THE COLORADO STATE PATROL SHALL, UPON REQUEST, RELEASE THE VIDEO TO THE VICTIM OR, IF THE VICTIM IS DECEASED OR INCAPACITATED, TO THE VICTIM'S SPOUSE, PARENT, LEGAL GUARDIAN, CHILD, SIBLING, GRANDPARENT, GRANDCHILD, SIGNIFICANT OTHER, OR OTHER LAWFUL REPRESENTATIVE WITHIN TWENTY DAYS AFTER RECEIPT OF THE COMPLAINT OF MISCONDUCT. IN CASES IN WHICH THE RECORDING IS NOT RELEASED TO THE PUBLIC PURSUANT TO THIS SUBSECTION (2)(b)(II)(B), THE LOCAL LAW ENFORCEMENT AGENCY SHALL NOTIFY THE PERSON WHOSE PRIVACY INTEREST IS IMPLICATED, IF CONTACT INFORMATION IS KNOWN, WITHIN TWENTY DAYS AFTER RECEIPT OF THE COMPLAINT OF MISCONDUCT, AND INFORM

THE PERSON OF HIS OR HER RIGHT TO WAIVE THE PRIVACY INTEREST. (C) A WITNESS, VICTIM, OR CRIMINAL DEFENDANT MAY WAIVE IN WRITING THE INDIVIDUAL PRIVACY INTEREST THAT MAY BE IMPLICATED BY PUBLIC RELEASE. UPON RECEIPT OF A WRITTEN WAIVER OF THE APPLICABLE PRIVACY INTEREST, ACCOMPANIED BY A REQUEST FOR RELEASE, THE LAW ENFORCEMENT AGENCY MAY NOT REDACT OR WITHHOLD RELEASE TO PROTECT THAT PRIVACY INTEREST. THE HEARING SHALL BE CONSIDERED A CRITICAL STAGE PURSUANT TO SECTION 24-4.1-302 AND GIVES VICTIMS THE RIGHT TO BE HEARD PURSUANT TO 24-4.1-302.5. PAGE 6-SENATE BILL 20-217 (III) ANY VIDEO THAT WOULD SUBSTANTIALLY INTERFERE WITH OR JEOPARDIZE AN ACTIVE OR ONGOING INVESTIGATION MAY BE WITHHELD FROM THE PUBLIC; EXCEPT THAT THE VIDEO SHALL BE RELEASED NO LATER THAN FORTY-FIVE DAYS FROM THE DATE OF THE ALLEGATION OF MISCONDUCT. IN ALL CASES WHEN RELEASE OF A VIDEO IS DELAYED IN RELIANCE ON THIS SUBSECTION (2)(b)(III), THE PROSECUTING ATTORNEY SHALL PREPARE A WRITTEN EXPLANATION OF THE INTERFERENCE OR JEOPARDY THAT JUSTIFIES THE DELAYED RELEASE, CONTEMPORANEOUS WITH THE REFUSAL TO RELEASE THE VIDEO. UPON RELEASE OF THE VIDEO, THE PROSECUTING ATTORNEY SHALL RELEASE THE WRITTEN EXPLANATION TO THE PUBLIC. (C) IF CRIMINAL CHARGES HAVE BEEN FILED AGAINST ANY PARTY TO THE INCIDENT, THAT PARTY MUST FILE ANY CONSTITUTIONAL OBJECTION TO RELEASE OF THE RECORDING IN THE PENDING CRIMINAL CASE BEFORE THE TWENTY-ONE-DAY PERIOD EXPIRES. ONLY IN CASES IN WHICH THERE IS A PENDING CRIMINAL INVESTIGATION OR PROSECUTION OF A PARTY TO THE INCIDENT, THE TWENTY-ONE-DAY PERIOD SHALL BEGIN FROM THE DATE OF APPOINTMENT OF COUNSEL, THE FILING OF AN ENTRY OF APPEARANCE BY COUNSEL, OR THE ELECTION TO PROCEED PRO SE BY THE DEFENDANT IN THE CRIMINAL PROSECUTION MADE ON THE RECORD BEFORE A JUDGE. IF THE DEFENDANT ELECTS TO PROCEED PRO SE IN THE CRIMINAL CASE, THE COURT SHALL ADVISE THE DEFENDANT OF THE TWENTY-ONE-DAY DEADLINE FOR THE DEFENDANT TO FILE ANY CONSTITUTIONAL OBJECTION TO RELEASE OF THE RECORDING IN THE PENDING CRIMINAL CASE AS PART OF THE COURT'S ADVISEMENT. THE COURT SHALL HOLD A HEARING ON ANY OBJECTION NO LATER THAN SEVEN DAYS AFTER IT IS FILED AND ISSUE A RULING NO LATER THAN THREE DAYS AFTER THE HEARING. 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 JANUARY 1, 2023, THE COLORADO STATE PATROL AND EACH LOCAL LAW ENFORCEMENT AGENCY THAT EMPLOYS PEACE OFFICERS SHALL REPORT TO THE DIVISION OF CRIMINAL JUSTICE: PAGE 7-SENATE BILL 20-217 (a) ALL USE OF FORCE BY ITS PEACE OFFICERS THAT RESULTS IN DEATH OR SERIOUS BODILY INJURY, 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 A WEAPON DURING THE INCIDENT; (VII) WHETHER A PEACE OFFICER DISCHARGED A FIREARM DURING THE INCIDENT; (VIII) WHETHER THE USE OF FORCE RESULTED IN A LAW ENFORCEMENT AGENCY INVESTIGATION AND THE RESULT OF THE INVESTIGATION; AND (IX) WHETHER THE USE OF FORCE RESULTED IN A CITIZEN COMPLAINT AND THE RESOLUTION OF THAT COMPLAINT; (b) ALL INSTANCES WHEN A PEACE OFFICER RESIGNED WHILE UNDER PAGE 8-SENATE BILL 20-217 INVESTIGATION FOR VIOLATING DEPARTMENT POLICY; (c) ALL DATA RELATING TO CONTACTS 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; (II) WHETHER THE CONTACT WAS A TRAFFIC STOP; (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; (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 OR ANY PROPERTY, PAGE 9-SENATE BILL 20-217 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 A WEAPON DURING THE CONTACT; AND (E) A PEACE OFFICER DISCHARGED A FIREARM 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 A WEAPON DURING THE UNANNOUNCED ENTRY; AND (IV) WHETHER A PEACE OFFICER DISCHARGED A FIREARM DURING THE UNANNOUNCED ENTRY. (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, 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. PAGE 10-SENATE BILL 20-217 (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. 24-31-904. Revoke peace officer certification after conviction. NOTWITHSTANDING ANY PROVISION OF LAW, IF ANY PEACE OFFICER IS CONVICTED OF OR PLEADS GUILTY OR NOLO CONTENDERE TO A CRIME INVOLVING THE UNLAWFUL USE OR THREATENED USE OF PHYSICAL FORCE, A CRIME INVOLVING THE FAILURE TO INTERVENE IN THE USE OF UNLAWFUL FORCE, OR IS FOUND CIVILLY LIABLE FOR THE USE OF UNLAWFUL PHYSICAL FORCE, OR IS FOUND CIVILLY LIABLE FOR FAILURE TO INTERVENE IN THE USE OF UNLAWFUL FORCE, THE P.O.S.T. BOARD SHALL PERMANENTLY REVOKE THE PEACE OFFICER'S CERTIFICATION. THE P.O.S.T. BOARD SHALL NOT, UNDER ANY CIRCUMSTANCES, REINSTATE THE PEACE OFFICER'S CERTIFICATION OR GRANT NEW CERTIFICATION TO THE PEACE OFFICER UNLESS THE PEACE OFFICER IS EXONERATED BY A COURT. THE P.O.S.T. BOARD SHALL RECORD EACH DECERTIFIED PEACE OFFICER IN THE DATABASE CREATED PURSUANT TO SECTION 24-31-303 (1)(r). 24-31-905. Prohibited law enforcement action in response to protests. (1) IN RESPONSE TO A PROTEST OR DEMONSTRATION, A LAW ENFORCEMENT AGENCY AND ANY PERSON ACTING ON BEHALF OF THE LAW ENFORCEMENT AGENCY SHALL NOT: (a) DISCHARGE KINETIC IMPACT PROJECTILES AND ALL OTHER NONOR LESS-LETHAL PROJECTILES IN A MANNER THAT TARGETS THE HEAD, PELVIS, OR BACK; (b) DISCHARGE KINETIC IMPACT PROJECTILES INDISCRIMINATELY INTO A CROWD; OR (c) USE CHEMICAL AGENTS OR IRRITANTS, INCLUDING PEPPER SPRAY AND TEAR GAS, PRIOR TO ISSUING AN ORDER TO DISPERSE IN A SUFFICIENT MANNER TO ENSURE THE ORDER IS HEARD AND REPEATED IF NECESSARY, FOLLOWED BY SUFFICIENT TIME AND SPACE TO ALLOW COMPLIANCE WITH THE ORDER.

SECTION 3. In Colorado Revised Statutes, add 13-21-131 as follows: PAGE 11-SENATE BILL 20-217 13-21-131. Civil action for deprivation of rights - definition. (1) A PEACE OFFICER, AS DEFINED IN SECTION 24-31-901 (3), EMPLOYED BY A LOCAL GOVERNMENT WHO, UNDER COLOR OF LAW, SUBJECTS OR CAUSES TO BE SUBJECTED, INCLUDING FAILING TO INTERVENE, ANY OTHER PERSON TO THE DEPRIVATION OF ANY INDIVIDUAL RIGHTS THAT CREATE BINDING OBLIGATIONS ON GOVERNMENT ACTORS SECURED BY THE BILL OF RIGHTS, ARTICLE II OF THE STATE CONSTITUTION, IS LIABLE TO THE INJURED PARTY FOR LEGAL OR EQUITABLE RELIEF OR ANY OTHER APPROPRIATE RELIEF. (2) (a) STATUTORY IMMUNITIES AND STATUTORY LIMITATIONS ON LIABILITY, DAMAGES, OR ATTORNEY FEES DO NOT APPLY TO CLAIMS BROUGHT PURSUANT TO THIS SECTION. THE "COLORADO GOVERNMENTAL IMMUNITY ACT", ARTICLE 10 OF TITLE 24, DOES NOT APPLY TO CLAIMS BROUGHT PURSUANT TO THIS SECTION. (b) QUALIFIED IMMUNITY IS NOT A DEFENSE TO LIABILITY PURSUANT TO THIS SECTION. (3) IN ANY ACTION BROUGHT PURSUANT TO THIS SECTION, A COURT SHALL AWARD REASONABLE ATTORNEY FEES AND COSTS TO A PREVAILING PLAINTIFF. IN ACTIONS FOR INJUNCTIVE RELIEF, A COURT SHALL DEEM A PLAINTIFF TO HAVE PREVAILED IF THE PLAINTIFF'S SUIT WAS A SUBSTANTIAL FACTOR OR SIGNIFICANT CATALYST IN OBTAINING THE RESULTS SOUGHT BY THE LITIGATION. WHEN A

JUDGMENT IS ENTERED IN FAVOR OF A DEFENDANT, THE COURT MAY AWARD REASONABLE COSTS AND ATTORNEY FEES TO THE DEFENDANT FOR DEFENDING ANY CLAIMS THE COURT FINDS FRIVOLOUS. (4) NOTWITHSTANDING ANY OTHER PROVISION OF LAW, A PEACE OFFICER'S EMPLOYER SHALL INDEMNIFY ITS PEACE OFFICERS FOR ANY LIABILITY INCURRED BY THE PEACE OFFICER AND FOR ANY JUDGMENT OR SETTLEMENT ENTERED AGAINST THE PEACE OFFICER FOR CLAIMS ARISING PURSUANT TO THIS SECTION; EXCEPT THAT, IF THE PEACE OFFICER'S EMPLOYER DETERMINES THAT THE OFFICER DID NOT ACT UPON A GOOD FAITH AND REASONABLE BELIEF THAT THE ACTION WAS LAWFUL, THEN THE PEACE OFFICER IS PERSONALLY LIABLE AND SHALL NOT BE INDEMNIFIED BY THE PEACE OFFICER'S EMPLOYER FOR FIVE PERCENT OF THE JUDGMENT OR SETTLEMENT OR TWENTY-FIVE THOUSAND DOLLARS, WHICHEVER IS LESS. NOTWITHSTANDING ANY PROVISION OF THIS SECTION TO THE CONTRARY, IF THE PEACE OFFICER'S PORTION OF THE JUDGMENT IS UNCOLLECTIBLE FROM THE PEACE OFFICER, THE PEACE OFFICER'S EMPLOYER OR INSURANCE SHALL

PAGE 12-SENATE BILL 20-217 SATISFY THE FULL AMOUNT OF THE JUDGMENT OR SETTLEMENT. A PUBLIC ENTITY DOES NOT HAVE TO INDEMNIFY A PEACE OFFICER IF THE PEACE OFFICER WAS CONVICTED OF A CRIMINAL VIOLATION FOR THE CONDUCT FROM WHICH THE CLAIM ARISES. (5) A CIVIL ACTION PURSUANT TO THIS SECTION MUST BE COMMENCED WITHIN TWO YEARS AFTER THE CAUSE OF ACTION ACCRUES. SECTION 4. In Colorado Revised Statutes, 18-1-703, amend (1) introductory portion and (1)(b) as follows: 18-1-703. Use of physical force - special relationships. (1) The use of physical force upon another person which THAT would otherwise constitute an offense is justifiable and not criminal under any of the following circumstances: (b) A superintendent or other authorized official of a jail, prison, or correctional institution may, in order to maintain order and discipline, use OBJECTIVELY reasonable and appropriate physical force when and to the extent that he OR SHE reasonably believes it necessary to maintain order and discipline, but he OR SHE may use deadly physical force only when he OR SHE OBJECTIVELY reasonably believes it necessary to prevent death or serious bodily injury THE INMATE POSES AN IMMEDIATE THREAT TO THE PERSON USING DEADLY FORCE OR ANOTHER PERSON. SECTION 5. In Colorado Revised Statutes, 18-1-707, repeal and reenact, with amendments, (1), (2), (2.5), (3), and (4); and add (4.5) as follows: 18-1-707. Use of force by peace officers - definition. (1) PEACE OFFICERS, IN CARRYING OUT THEIR DUTIES, SHALL APPLY NONVIOLENT MEANS, WHEN POSSIBLE, BEFORE RESORTING TO THE USE OF PHYSICAL FORCE. A PEACE OFFICER MAY USE PHYSICAL FORCE ONLY IF NONVIOLENT MEANS WOULD BE INEFFECTIVE IN EFFECTING AN ARREST, PREVENTING AN ESCAPE, OR PREVENTING AN IMMEDIATE THREAT OF SERIOUS BODILY INJURY OR DEATH TO THE PEACE OFFICER OR ANOTHER PERSON. (2) WHEN PHYSICAL FORCE IS USED, A PEACE OFFICER SHALL: (a) NOT USE DEADLY PHYSICAL FORCE TO APPREHEND A PERSON WHO PAGE 13-SENATE BILL 20-217 IS SUSPECTED OF ONLY A MINOR OR NONVIOLENT OFFENSE; (b) USE ONLY A DEGREE OF FORCE CONSISTENT WITH THE MINIMIZATION OF INJURY TO OTHERS; (c) ENSURE THAT ASSISTANCE AND MEDICAL AID ARE RENDERED TO ANY INJURED OR AFFECTED PERSONS AS SOON AS PRACTICABLE; AND (d) ENSURE THAT ANY IDENTIFIED RELATIVES OR NEXT OF KIN OF PERSONS WHO HAVE SUSTAINED SERIOUS BODILY INJURY OR DEATH ARE NOTIFIED AS SOON AS PRACTICABLE. (2.5) (a) A PEACE OFFICER IS PROHIBITED FROM USING A CHOKEHOLD UPON ANOTHER PERSON. (b) (i) FOR THE PURPOSES OF THIS SUBSECTION (2.5), "CHOKEHOLD" MEANS A METHOD BY WHICH A PERSON

APPLIES SUFFICIENT PRESSURE TO A PERSON TO MAKE BREATHING DIFFICULT OR IMPOSSIBLE AND INCLUDES BUT IS NOT LIMITED TO ANY PRESSURE TO THE NECK, THROAT, OR WINDPIPE THAT MAY PREVENT OR HINDER BREATHING OR REDUCE INTAKE OF AIR. (II) "CHOKEHOLD" ALSO MEANS APPLYING PRESSURE TO A PERSON'S NECK ON EITHER SIDE OF THE WINDPIPE, BUT NOT TO THE WINDPIPE ITSELF, TO STOP THE FLOW OF BLOOD TO THE BRAIN VIA THE CAROTID ARTERIES. (3) A PEACE OFFICER IS JUSTIFIED IN USING DEADLY PHYSICAL FORCE TO MAKE AN ARREST ONLY WHEN ALL OTHER MEANS OF APPREHENSION ARE UNREASONABLE GIVEN THE CIRCUMSTANCES AND: (a) THE ARREST IS FOR A FELONY INVOLVING CONDUCT INCLUDING THE USE OR THREATENED USE OF DEADLY PHYSICAL FORCE; (b) THE SUSPECT POSES AN IMMEDIATE THREAT TO THE PEACE OFFICER OR ANOTHER PERSON; (c) THE FORCE EMPLOYED DOES NOT CREATE A SUBSTANTIAL RISK OF INJURY TO OTHER PERSONS. (4) A PEACE OFFICER SHALL IDENTIFY HIMSELF OR HERSELF AS A PEACE OFFICER AND GIVE A CLEAR VERBAL WARNING OF HIS OR HER INTENT PAGE 14-SENATE BILL 20-217 TO USE FIREARMS OR OTHER DEADLY PHYSICAL FORCE, WITH SUFFICIENT TIME FOR THE WARNING TO BE OBSERVED, UNLESS TO DO SO WOULD UNDULY PLACE PEACE OFFICERS AT RISK OF INJURY, WOULD CREATE A RISK OF DEATH OR INJURY TO OTHER PERSONS. (4.5) NOTWITHSTANDING ANY OTHER PROVISION IN THIS SECTION, A PEACE OFFICER IS JUSTIFIED IN USING DEADLY FORCE IF THE PEACE OFFICER HAS AN OBJECTIVELY REASONABLE BELIEF THAT A LESSER DEGREE OF FORCE IS INADEQUATE AND THE PEACE OFFICER HAS OBJECTIVELY REASONABLE GROUNDS TO BELIEVE, AND DOES BELIEVE, THAT HE OR ANOTHER PERSON IS IN IMMINENT DANGER OF BEING KILLED OR OF RECEIVING SERIOUS BODILY INJURY. SECTION 6. In Colorado Revised Statutes, 18-8-802, add (1.5) as follows: 18-8-802. Duty to report use of force by peace officers - duty to intervene. (1.5) (a) A PEACE OFFICER SHALL INTERVENE TO PREVENT OR STOP ANOTHER PEACE OFFICER FROM USING PHYSICAL FORCE THAT EXCEEDS THE DEGREE OF FORCE PERMITTED, IF ANY, BY SECTION 18-1-707, IN PURSUANCE OF THE OTHER PEACE OFFICER'S LAW ENFORCEMENT DUTIES IN CARRYING OUT AN ARREST OF ANY PERSON, PLACING ANY PERSON UNDER DETENTION, TAKING ANY PERSON INTO CUSTODY, BOOKING ANY PERSON, OR IN THE PROCESS OF CROWD CONTROL OR RIOT CONTROL, WITHOUT REGARD FOR CHAIN OF COMMAND. (b) (I) A PEACE OFFICER WHO INTERVENES AS REQUIRED BY SUBSECTION (1.5) (a) OF THIS SECTION SHALL REPORT THE INTERVENTION TO HIS OR HER IMMEDIATE SUPERVISOR. (II) AT A MINIMUM, THE REPORT REQUIRED BY THIS SUBSECTION (1.5)(b) MUST INCLUDE THE DATE, TIME, AND PLACE OF THE OCCURRENCE; THE IDENTITY, IF KNOWN, AND DESCRIPTION OF THE PARTICIPANTS; AND A DESCRIPTION OF THE INTERVENTION ACTIONS TAKEN. THIS REPORT SHALL BE MADE IN WRITING WITHIN TEN DAYS OF THE OCCURRENCE OF THE USE OF SUCH FORCE AND SHALL BE APPENDED TO ALL OTHER REPORTS OF THE INCIDENT. (c) A MEMBER OF A LAW ENFORCEMENT AGENCY SHALL NOT DISCIPLINE OR RETALIATE IN ANY WAY AGAINST A PEACE OFFICER FOR PAGE 15-SENATE BILL 20-217 INTERVENING AS REQUIRED BY SUBSECTION (1.5) (a) OF THIS SECTION, OR FOR REPORTING UNCONSTITUTIONAL CONDUCT, OR FOR FAILING TO FOLLOW WHAT THE OFFICER REASONABLY BELIEVES IS AN UNCONSTITUTIONAL DIRECTIVE. (d) ANY PEACE OFFICER WHO FAILS TO INTERVENE TO PREVENT THE USE OF UNLAWFUL FORCE AS PRESCRIBED IN THIS SUBSECTION (1.5) COMMITS A CLASS 1 MISDEMEANOR. NOTHING IN THIS SUBSECTION (1.5) SHALL PROHIBIT OR DISCOURAGE PROSECUTION OF ANY OTHER CRIMINAL OFFENSE RELATED TO FAILURE TO INTERVENE,

INCLUDING A HIGHER CHARGE, IF SUPPORTED BY THE EVIDENCE. (e) WHEN AN ADMINISTRATIVE LAW JUDGE OR INTERNAL INVESTIGATION FINDS THAT A PEACE OFFICER FAILED TO INTERVENE TO PREVENT THE USE OF UNLAWFUL PHYSICAL FORCE AS PRESCRIBED IN THIS SUBSECTION (1.5), THIS FINDING MUST BE PRESENTED TO THE DISTRICT ATTORNEY SO THAT HE OR SHE CAN DETERMINE WHETHER CHARGES SHOULD BE FILED PURSUANT TO SUBSECTION (1.5)(d) OF THIS SECTION. HOWEVER, NOTHING IN THIS SUBSECTION (1.5)(e) PROHIBITS THE DISTRICT ATTORNEY FROM CHARGING AN OFFICER WITH FAILURE TO INTERVENE BEFORE THE CONCLUSION OF ANY INTERNAL INVESTIGATION. (f) IN ADDITION TO ANY CRIMINAL LIABILITY AND PENALTY UNDER THE LAW, WHEN AN ADMINISTRATIVE LAW JUDGE HEARING OFFICER, OR INTERNAL INVESTIGATION FINDS THAT A PEACE OFFICER FAILED TO INTERVENE AS REQUIRED BY SUBSECTION (1.5)(a) OF THIS SECTION IN AN INCIDENT RESULTING IN SERIOUS BODILY INJURY OR DEATH TO ANY PERSON, THE PEACE OFFICER'S EMPLOYER SHALL SUBJECT THE PEACE OFFICER TO DISCIPLINE, UP TO AND INCLUDING TERMINATION, TO THE EXTENT PERMITTED BY APPLICABLE CONSTITUTIONAL AND STATUTORY PERSONNEL LAWS AND CASE LAW, AND THE P.O.S.T. BOARD SHALL PERMANENTLY DECERTIFY THE PEACE OFFICER UPON RECEIPT OF NOTICE OF THE PEACE OFFICER'S DISCIPLINE. THE REVOCATION MAY ONLY BE OVERTURNED IF THE PEACE OFFICER IS EXONERATED BY A COURT. (g) IN A CASE IN WHICH THE PROSECUTION CHARGES A PEACE OFFICER WITH OFFENSES RELATED TO AND BASED UPON THE USE OF EXCESSIVE FORCE BUT DOES NOT FILE CHARGES AGAINST ANY OTHER PEACE OFFICER OR OFFICERS WHO WERE AT THE SCENE DURING THE USE OF FORCE, THE DISTRICT ATTORNEY SHALL PREPARE A WRITTEN REPORT EXPLAINING PAGE 16-SENATE BILL 20-217 THE DISTRICT ATTORNEY'S BASIS FOR THE DECISION NOT TO CHARGE ANY OTHER PEACE OFFICER WITH ANY CRIMINAL CONDUCT AND SHALL PUBLICLY DISCLOSE THE REPORT TO THE PUBLIC; EXCEPT THAT IF DISCLOSURE OF THE REPORT WOULD SUBSTANTIALLY INTERFERE WITH OR JEOPARDIZE AN ONGOING CRIMINAL INVESTIGATION, THE DISTRICT ATTORNEY MAY DELAY PUBLIC DISCLOSURE FOR UP TO FORTY-FIVE DAYS. THE DISTRICT ATTORNEY SHALL POST THE WRITTEN REPORT ON ITS WEBSITE OR, IF IT DOES NOT HAVE A WEBSITE, MAKE IT PUBLICLY AVAILABLE UPON REQUEST. NOTHING IN THIS SECTION IS INTENDED TO PROHIBIT OR DISCOURAGE CRIMINAL PROSECUTION OF AN OFFICER WHO FAILED TO INTERVENE FOR CONDUCT IN WHICH THE FACTS SUPPORT A CRIMINAL CHARGE, INCLUDING UNDER A COMPLICITY THEORY, OR FOR AN INCHOATE OFFENSE.

SECTION 7. In Colorado Revised Statutes, 18-1-707, add (10) as follows: 18-1-707. Use of physical force in making an arrest or in preventing an escape - definitions - repeal. (10) (a) EACH LAW ENFORCEMENT AGENCY IN THE STATE SHALL TRAIN ITS PEACE OFFICERS ON THE PROVISIONS OF SUBSECTIONS (1) TO (4.5) OF THIS SECTION, SECTION 18-1-703 (1)(b), AND SECTION 18-8-802 (1.5) AS ENACTED IN SENATE BILL 20-217, ENACTED IN 2020, PRIOR TO THE PROVISIONS BECOMING EFFECTIVE ON SEPTEMBER 1, 2020. (b) THIS SUBSECTION (10) IS REPEALED, EFFECTIVE JANUARY 1, 2021.

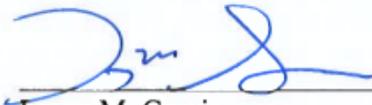
SECTION 8. In Colorado Revised Statutes, 20-1-114, amend (2) as follows: 20-1-114. Peace officer-involved death investigations - disclosure. (2) If the district attorney refers the matter under investigation to the grand jury, the district attorney shall release a statement at the time the matter is referred to the grand jury disclosing the general purpose of the grand jury's investigation. If no true bill is returned, the grand jury may SHALL issue AND PUBLISH a report. pursuant

o sction • , • • • SECTION 9. In Colorado Revised Statutes, 24-31-101, add (3) and (4) as follows: 24-31-101. Powers and

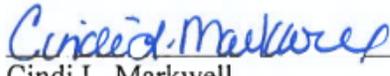
duties of attorney general. (3) THE PAGE 17-SENATE BILL 20-217 ATTORNEY GENERAL MAY BRING A CIVIL ACTION TO ENFORCE THE PROVISIONS OF SECTION 24-31-113. (4) THE ATTORNEY GENERAL MAY BRING A CIVIL ACTION TO ENFORCE THE PROVISIONS OF SECTION 24-31-307 (2) OR A CRIMINAL ACTION TO ENFORCE THE PROVISIONS OF SECTION 24-31-307 (3). SECTION 10. In Colorado Revised Statutes, 24-31-303, amend (1)(1), (1)(p), and (1)(q); and add (1)(r) as follows: 24-31-303. Duties - powers of the P.O.S.T. board. (1) The P.O.S.T. board has the following duties: (1) To promulgate rules deemed necessary by the board concerning annual in-service training requirements for certified peace officers, including but not limited to evaluation of the training program and processes to ensure substantial compliance by law enforcement agencies, and departments, AND INDIVIDUAL PEACE OFFICERS; (p) To develop a community outreach program that informs the public of the role and duties of the P.O.S.T. board; and (q) To develop a recruitment program that creates a diversified applicant pool for appointments to the P.O.S.T. board and the subject matter expertise committees; AND (r) BEGINNING ON JANUARY 1, 2022, TO CREATE AND MAINTAIN A DATABASE CONTAINING INFORMATION RELATED TO A PEACE OFFICER'S: (I) UNTRUTHFULNESS; (II) REPEATED FAILURE TO FOLLOW P.O.S.T. BOARD TRAINING REQUIREMENTS; (III) DECERTIFICATION BY THE P.O.S.T. BOARD; AND (IV) TERMINATION FOR CAUSE. SECTION 11. In Colorado Revised Statutes, 24-4.1-302, add (2)(w) as follows: PAGE 18-SENATE BILL 20-217 24-4.1-302. Definitions. As used in this part 3, and for no other purpose, including the expansion of the rights of any defendant: (2) "Critical stages" means the following stages of the criminal justice process: (w) A HEARING HELD PURSUANT TO SECTION 24-31-902 (2)(c). SECTION 12. In Colorado Revised Statutes, 24-4.1-302.5, amend (1)(d)(VII) and (1)(d)(VIII); and add (1)(d)(IX) and (1)(j.8) as follows: 24-4.1-302.5. Rights afforded to victims - definitions. (1) In order to preserve and protect a victim's rights to justice and due process, each victim of a crime has the following rights: (d) The right to be heard at any court proceeding: (VII) Involving a subpoena for records concerning the victim's medical history, mental health, education, or victim compensation, or any other records that are privileged pursuant to section 13-90-107, . . . , of (VIII) Involving a petition for expungement as described in section 19-1-306; OR (IX) INVOLVING A HEARING AS DESCRIBED IN SECTION 24-31-902 (2)(c). (j.8) THE RIGHT, UPON REQUEST, TO OBTAIN ANY INCIDENT RECORDING AS DESCRIBED IN SECTION 24-31-902; SECTION 13. In Colorado Revised Statutes, add 24-31-113 as follows: 24-31-113. Public integrity - patterns and practices. IT IS UNLAWFUL FOR ANY GOVERNMENTAL AUTHORITY, OR ANY AGENT THEREOF, OR ANY PERSON ACTING ON BEHALF OF A GOVERNMENTAL AUTHORITY, TO ENGAGE IN A PATTERN OR PRACTICE OF CONDUCT BY PEACE OFFICERS OR BY OFFICIALS OR EMPLOYEES OF ANY GOVERNMENTAL AGENCY THAT DEPRIVES PERSONS OF RIGHTS, PRIVILEGES, OR IMMUNITIES SECURED OR PROTECTED BY THE CONSTITUTION OR LAWS OF THE UNITED STATES OR THE STATE OF PAGE 19-SENATE BILL 20-217 COLORADO. WHENEVER THE ATTORNEY GENERAL HAS REASONABLE CAUSE TO BELIEVE THAT A VIOLATION OF THIS SECTION HAS OCCURRED, THE ATTORNEY GENERAL, FOR OR IN THE NAME OF THE STATE OF COLORADO, MAY IN A CIVIL ACTION OBTAIN ANY AND ALL APPROPRIATE RELIEF TO ELIMINATE THE PATTERN OR PRACTICE. BEFORE FILING SUIT, THE ATTORNEY GENERAL SHALL NOTIFY THE GOVERNMENT AUTHORITY OR ANY AGENT THEREOF, AND PROVIDE IT WITH THE FACTUAL BASIS THAT SUPPORTS HIS OR HER REASONABLE CAUSE TO BELIEVE A VIOLATION OCCURRED. UPON RECEIPT OF THE FACTUAL

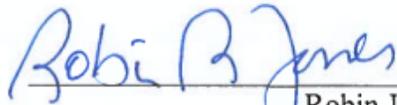
BASIS, THE GOVERNMENT AUTHORITY, OR ANY AGENT THEREOF, HAS SIXTY DAYS TO CHANGE OR ELIMINATE THE IDENTIFIED PATTERN OR PRACTICE. IF THE IDENTIFIED PATTERN OR PRACTICE IS NOT CHANGED OR ELIMINATED AFTER SIXTY DAYS, THE ATTORNEY GENERAL MAY FILE A CIVIL LAWSUIT. SECTION 14. In Colorado Revised Statutes, 24-31-305, add (2.7) as follows: 24-31-305. Certification - issuance - renewal - revocation - rules - definition. (2.7) THE P.O.S.T. BOARD MAY REVOKE THE CERTIFICATION OF A PEACE OFFICER WHO FAILS TO SATISFACTORILY COMPLETE PEACE OFFICER TRAINING REQUIRED BY THE P.O.S.T. BOARD. PRIOR TO REVOKING THE PEACE OFFICER'S CERTIFICATION, THE P.O.S.T. BOARD SHALL NOTIFY THE PEACE OFFICER OF HIS OR HER FAILURE TO COMPLETE THE TRAINING REQUIRED BY THE P.O.S.T. BOARD AND GIVE THE PEACE OFFICER THIRTY CALENDAR DAYS TO SATISFACTORILY COMPLETE THE PEACE OFFICER TRAINING REQUIRED BY THE P.O.S.T. BOARD. SECTION 15. In Colorado Revised Statutes, amend 24-31-307 as follows: 24-31-307. Enforcement. (1) The P.O.S.T. board shall have the power to direct atturrrey-generai-to-enforee-the-provisions--af this-part 5 throughr atraetienr hr district courtffiriniumfive-orother appropriate-refief against PROMULGATE RULES FOR ENFORCEMENT OF THIS PART 3. (2) THE ATTORNEY GENERAL MAY ENFORCE THE PROVISIONS OF THIS PART 3 THROUGH AN ACTION IN DISTRICT COURT FOR INJUNCTIVE OR OTHER APPROPRIATE RELIEF AGAINST: (a) Any individual undertaking or attempting to undertake any duties PAGE 20-SENATE BILL 20-217 as a peace officer or a reserve peace officer in this state in violation of this part 3; and (b) Any agency permitting any individual to undertake or attempt to undertake any duties as a peace officer or a reserve peace officer in this state under the auspices of such agency in violation of this part 3. (3) THE ATTORNEY GENERAL MAY BRING CRIMINAL CHARGES FOR VIOLATIONS OF THIS PART 3 IF VIOLATION IS WILLFUL OR WANTON, OR IMPOSE FINES, AS SET IN P.O.S.T. BOARD RULE, UPON ANY INDIVIDUAL OFFICER OR AGENCY FOR FAILURE TO COMPLY WITH THIS PART 3 OR ANY RULE PROMULGATED UNDER THIS PART 3. (2) (4) The attorney general shall be entitled to recover reasonable attorney fees and costs against the defendant in any enforcement action under this part 3, if the attorney general prevails. SECTION 16. In Colorado Revised Statutes, 24-31-309, amend (4)(a); and add (3.5) as follows: 24-31-309. Profiling - officer identification - training. (3.5) A PEACE OFFICER SHALL HAVE A LEGAL BASIS FOR MAKING A CONTACT, WHETHER CONSENSUAL OR NONCONSENSUAL, FOR THE PURPOSE OF ENFORCING THE LAW OR INVESTIGATING POSSIBLE VIOLATIONS OF THE LAW. AFTER MAKING A CONTACT, A PEACE OFFICER, AS DEFINED IN SECTION 24-31-901 (3), SHALL REPORT TO THE PEACE OFFICER'S EMPLOYING AGENCY: (a) 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; (b) WHETHER THE CONTACT WAS A TRAFFIC STOP; (c) THE TIME, DATE, AND LOCATION OF THE CONTACT; (d) THE DURATION OF THE CONTACT; (e) THE REASON FOR THE CONTACT; PAGE 21-SENATE BILL 20-217 (f) THE SUSPECTED CRIME; (g) THE RESULT OF THE CONTACT, SUCH AS: (I) No ACTION, WARNING, CITATION, PROPERTY SEIZURE, OR ARREST; (II) IF A WARNING OR CITATION WAS ISSUED, THE WARNING PROVIDED OR VIOLATION CITED; (III) IF AN ARREST WAS MADE, THE OFFENSE CHARGED; (IV) IF THE CONTACT WAS A TRAFFIC STOP, THE INFORMATION COLLECTED, WHICH IS LIMITED TO THE DRIVER; (h) THE ACTIONS TAKEN BY THE PEACE OFFICER DURING THE CONTACT, INCLUDING BUT NOT LIMITED TO WHETHER: (I) THE PEACE

OFFICER ASKED FOR CONSENT TO SEARCH THE PERSON, VEHICLE, OR OTHER PROPERTY, AND, IF SO, WHETHER CONSENT WAS PROVIDED; (II) THE PEACE OFFICER SEARCHED THE PERSON OR ANY PROPERTY, AND, IF SO, THE BASIS FOR THE SEARCH AND THE TYPE OF CONTRABAND OR EVIDENCE DISCOVERED, IF ANY; (III) THE PEACE OFFICER SEIZED ANY PROPERTY, AND, IF SO, THE TYPE OF PROPERTY THAT WAS SEIZED AND THE BASIS FOR SEIZING THE PROPERTY; (IV) A PEACE OFFICER UNHOLSTERED A WEAPON DURING THE CONTACT; AND (V) A PEACE OFFICER DISCHARGED A FIREARM DURING THE CONTACT. (4) (a) A peace officer certified pursuant to this part 3 shall provide, without being asked, his or her THE PEACE OFFICER'S business card to any person whom the peace officer has detained in a traffic stop but has not cited or arrested. The business card shall MUST include identifying information about the peace officer, including but not limited to the peace PAGE 22-SENATE BILL 20-217 officer's name, division, precinct, and badge or other identification number; and a telephone number that may be used, if necessary, to report any comments, positive or negative, regarding the traffic stop; AND INFORMATION ABOUT HOW TO FILE A COMPLAINT RELATED TO THE CONTACT. The identity of the reporting person and the report of any such comments that constitutes CONSTITUTE a complaint shall MUST initially be kept confidential by the receiving law enforcement agency, to the extent permitted by law. The receiving law enforcement agency shall be permitted to obtain some identifying information regarding the complaint to allow initial processing of the complaint. If it becomes necessary for the further processing of the complaint for the complainant to disclose his or hci THE COMPLAINANT'S identity, the complainant shall do so or, at the option of the receiving law enforcement agency, the complaint may be dismissed. SECTION 17. Appropriation. (1) For the 2020-21 state fiscal year, \$617,478 is appropriated to the department of public safety for use by the Colorado state patrol. This appropriation is from the highway users tax fund created in section 43-4-201 (1)(a), C.R.S. To implement this act, the patrol may use this appropriation as follows: (a) \$50,288 for civilians, which amount is based on an assumption that the patrol will require an additional 1.0 FTE; (b) \$7,550 for operating expenses; (c) \$463,700 for information technology asset maintenance; and (d) \$95,940 for the purchase of legal services. (2) For the 2020-21 state fiscal year, \$95,940 is appropriated to the department of law. This appropriation is from reappropriated funds received from the department of public safety under subsection (1)(d) of this section and is based on an assumption that the department of law will require an additional 0.5 FTE. To implement this act, the department of law may use this appropriation to provide legal services for the department of public safety. SECTION 18. Effective date. This act takes effect upon passage; except that: PAGE 23-SENATE BILL 20-217 (1) Section 24-31-902, Colorado Revised Statutes, as enacted in section 2 of this act, takes effect July 1, 2023; (2) Section 4 of this act takes effect September 1, 2020; and (3) Section 5 of this act takes effect September 1, 2020; except that section 18-1-707 (2.5) and (3), Colorado Revised Statutes, as enacted in section 5 of this act, takes effect upon passage. SECTION 19. Safety clause. The general assembly hereby finds, PAGE 24-SENATE BILL 20-217 KC Becker SP AKER OF THE HOUSE OF REPRESENTATIVES Robin Jones CHIEF CLERK OF THE HOUSE OF REPRESENTATIVES ohs NOR OF

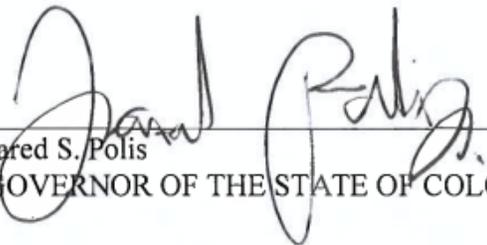

Leroy M. Garcia
PRESIDENT OF
THE SENATE


KC Becker
SPEAKER OF THE HOUSE
OF REPRESENTATIVES


Cindi L. Markwell
SECRETARY OF
THE SENATE


Robin Jones
CHIEF CLERK OF THE HOUSE
OF REPRESENTATIVES

APPROVED June 19th, 2020 at 9:53 AM
(Date and Time)


Jared S. Polis
GOVERNOR OF THE STATE OF COLORADO

C.R.S. 24-31-901

Statutes current through Chapter 275 from the 2023 Regular Session and effective as of May 30, 2023.

The text of this section is not final. It will not be final until compared to, and updated from, the text provided by the Colorado Office of Legislative Legal Services later this year.

- [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 \(§§ 24-31-901 — 24-31-906\)](#)

24-31-901. Definitions.

As used in this part 9, unless the context otherwise requires:

(1) "Contact" means an in-person interaction with an individual, whether or not the person is in a motor vehicle, initiated by a peace officer, whether consensual or nonconsensual, for the purpose of enforcing the **law** or investigating possible violations of the **law**. "Contact" does not include routine interactions with the public at the point of entry or exit from a controlled area; a non-investigatory and consensual interaction with a member of the public, initiated by a member of the public, unless and until the interaction progresses into an investigation of a possible violation of the **law**; a motorist assist; undercover interactions; or routine interactions with persons detained in a jail or detention facility.

(2) "Demographic information" means race, ethnicity, sex, and approximate age.

(2.5) "Exonerated" means dismissal of charges by the court or appropriate prosecutor or a not guilty verdict in a criminal prosecution, a finding of no liability in a civil action, a finding of no culpability or no liability or similar determination in an administrative proceeding, or a finding of not sustained in an internal investigation; except that a finding of no culpability or no liability in an administrative proceeding or a finding of not sustained in an internal investigation does not mean "exonerated" if the officer is found guilty in a subsequent criminal prosecution for the same conduct or found liable for the same conduct in a civil action.

(3) "Peace officer" means any person employed by a political subdivision of the state required to be certified by the P.O.S.T. board pursuant to section 16-2.5-102, a Colorado state patrol officer as described in section 16-2.5-114, and any noncertified deputy sheriff as described in section 16-2.5-103 (2).

(4) "Physical force" means the application of physical techniques or tactics, chemical agents, or weapons to another person.

(4.5) "P.O.S.T. board" means the peace officers standards and training board created in section 24-31-302.

(5) "Serious bodily injury" has the same meaning as in section 18-1-901 (3)(p).

(6) "Tamper" means to intentionally damage, disable, dislodge, or obstruct the sight or sound or otherwise impair functionality of the body-worn camera or to intentionally damage, delete, or fail to upload some or all portions of the video and audio.

(7) "Weapon" means a firearm, long gun, taser, baton, nun chucks, or projectile.

History

Source: L. 2020:Entire part added, (SB 20-217), ch. 110, p. 445, § 2, effective June 19. L. 2021:(1) amended and (2.5), (4.5), and (7) added, (HB 21-1250), ch. 458, p. 3054, § 1, effective July 6.

▼ Annotations

Research References & Practice Aids

Hierarchy Notes:

C.R.S. Title 24

C.R.S. Title 24, Principal Departments

C.R.S. Title 24, Art. 31, Pt. 9

C.R.S. 24-31-902

Statutes current through Chapter 275 from the 2023 Regular Session and effective as of May 30, 2023.

The text of this section is not final. It will not be final until compared to, and updated from, the text provided by the Colorado Office of Legislative Legal Services later this year.

- [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 \(§§ 24-31-901 — 24-31-906\)](#)

24-31-902. Incident recordings - release - tampering - fine.

(1)

(a)

(I) By July 1, 2023, all local **law enforcement** agencies in the state and the Colorado state patrol shall provide body-worn cameras for each peace officer of the **law enforcement** agency who interacts with members of the public. **Law enforcement** agencies may seek funding pursuant to section 24-33.5-519.

(II)

(A) Except as provided in subsection (1)(a)(II)(B) or (1)(a)(II)(C) of this section, a peace officer shall wear and activate a body-worn camera or dash camera, if the peace officer's vehicle is equipped with a dash camera, when responding to a call for service, entering into a premises for the purposes of enforcing the **law** or in response to a call for service, during a welfare check except for a motorist assist, or during any interaction with the public initiated by the peace officer, whether consensual or nonconsensual, for the purpose of enforcing the **law** or investigating possible violations of the **law**. The body-worn camera or dash camera does not need to be on when en route to a call for service, but should be turned on shortly before the vehicle approaches the scene.

(B) A peace officer may turn off a body-worn camera to avoid recording personal information that is not case related; when working on an unrelated assignment; when there is a long break in the incident; and in administrative, tactical, and management discussions when civilians are not present.

(C) A peace officer does not need to wear or activate a body-worn camera if the peace officer is working undercover.

(D) The provisions of this subsection (1)(a)(II) do not apply to jail peace officers or staff of a local **law enforcement** agency working in any place in the jail that has functioning video cameras; except that this subsection (1)(a)(II) applies to jail peace officers when performing a task that requires an anticipated use of force, including cell extractions and restraint chairs. The provisions of this subsection (1)(a)(II) also do not apply to the civilian or administrative staff of the Colorado state patrol or a local **law enforcement** agency, the executive detail of the Colorado state patrol, and peace officers working in a courtroom.

(III) If a peace officer fails to activate a body-worn camera or dash camera as required by this section or tampers with body-worn- or dash-camera footage or operation when required to activate the camera, there is a permissive inference in any investigation or legal proceeding, excluding criminal proceedings against the peace officer, that the missing footage would have reflected misconduct by the peace officer. If a peace officer fails to activate or reactivate his or her body-worn camera as required by this section or tampers with body-worn- or dash-camera footage or operation when required to activate the camera, any statements or conduct sought to be introduced in a prosecution through the peace officer related to the incident that were not recorded due to the peace officer's failure to activate or reactivate the body-worn camera as required by this section or if the statement or conduct was not recorded by other means creates a rebuttable presumption of inadmissibility. Notwithstanding any other provision of **law**, this subsection (1)(a)(III) does not apply if the body-worn camera was not activated due to a malfunction of the body-worn camera and the peace officer was not aware of the malfunction, or was unable to rectify it, prior to the incident,

provided that the **law enforcement** agency's documentation shows the peace officer checked the functionality of the body-worn camera at the beginning of his or her shift.

(IV)

(A) In addition to any criminal liability and penalty under the **law**, if a court, administrative **law** judge, hearing officer, or a final decision in an internal investigation finds that a peace officer intentionally failed to activate a body-worn camera or dash camera or tampered with any body-worn or dash camera, except as permitted in this section, the peace officer's employer shall impose discipline up to and including termination, to the extent permitted by applicable constitutional and statutory personnel **laws** and case **law**.

(B) In addition to any criminal liability and penalty under the **law**, if a court, administrative **law** judge, hearing officer, or a final decision in an internal investigation finds that a peace officer intentionally failed to activate a body-worn camera or dash camera or tampered with any body-worn or dash camera, except as permitted in this section, with the intent to conceal unlawful or inappropriate actions or obstruct justice, the P.O.S.T. board shall suspend the peace officer's certification for a period of not less than one year and the suspension may only be lifted within the period of the suspension if the peace officer is exonerated by a court, administrative **law** judge, or internal affairs investigation.

(C) In addition to any criminal liability and penalty under the **law**, if a court, administrative **law** judge, hearing officer, or a final decision in an internal investigation finds that a peace officer intentionally failed to activate a body-worn camera or dash camera or tampered with any body-worn or dash camera, except as permitted in this section, with the intent to conceal unlawful or inappropriate actions, or obstruct justice, in an incident resulting in a civilian death or serious bodily injury, the P.O.S.T. board shall permanently revoke the peace officer's certification and the revocation may only be overturned if the peace officer is exonerated by a court, administrative **law** judge, or internal affairs investigation.

(b) A local **law enforcement** agency and the Colorado state patrol shall establish and follow a retention schedule for body-worn camera recordings in compliance with Colorado state archives rules and direction.

(2)

(a) For all incidents in which there is a complaint of peace officer misconduct by another peace officer, a civilian, or nonprofit organization, through notice to the **law enforcement** agency involved in the alleged misconduct, the local **law enforcement** agency or the Colorado state patrol shall release, upon request, all unedited video and audio recordings of the incident, including those from body-worn cameras, dash cameras, or otherwise collected through investigation, to the public within twenty-one days after the local **law enforcement** agency or the Colorado state patrol received the request for release of the video or audio recordings.

(b)

(I) All video and audio recordings depicting a death must be provided upon request to the victim's spouse, parent, legal guardian, child, sibling, grandparent, grandchild, significant other, or other lawful representative, and such person shall be notified of his or her right, pursuant to section 24-4.1-302.5 (1)(j.8), to receive and review the recording at least seventy-two hours prior to public disclosure. A person seventeen years of age and under is considered incapacitated, unless legally emancipated.

(II)

(A) Notwithstanding any other provision of this section, any video that raises substantial privacy concerns for criminal defendants, victims, witnesses, juveniles, or informants, including video depicting nudity; a sexual assault; a medical emergency; private medical information; a mental health crisis; a victim interview; a minor, including any images or information that might undermine the requirement to keep certain juvenile records confidential; any personal information other than the name of any person not arrested, cited, charged, or issued a written warning, including a government-issued identification number, date of birth, address, or financial information; significantly explicit and gruesome bodily injury, unless the injury was caused by a peace officer; or the interior of a home or treatment facility, shall be blurred to protect the substantial privacy interest while still allowing public release. Unblurred footage shall not be released without the written authorization of the victim or, if the victim is deceased or incapacitated, the written authorization of the victim's next of kin. A person seventeen years of age and under is considered incapacitated, unless legally emancipated. This subsection (2)(b)(II)(A) does not permit the removal of any portion of the video.

(B) If blurring is insufficient to protect the substantial privacy interest, the local **law enforcement** agency or the Colorado state patrol shall, upon request, release the video to the victim or, if the victim is deceased or incapacitated, to the victim's spouse, parent, legal guardian, child, sibling, grandparent, grandchild, significant other, or other lawful representative within twenty days after receipt of the complaint of misconduct. In cases in which the recording is not released to the public pursuant to this subsection (2)(b)(II)(B), the local **law enforcement** agency shall notify the person whose privacy interest is implicated, if contact information is known, within twenty days after receipt of the complaint of misconduct, and inform the person of his or her right to waive the privacy interest.

(C) A witness, victim, or criminal defendant may waive in writing the individual privacy interest that may be implicated by public release. Upon receipt of a written waiver of the applicable privacy interest, accompanied by a request for release, the **law enforcement** agency may not redact or withhold release to protect that privacy interest.

(III) Any video that would substantially interfere with or jeopardize an active or ongoing investigation may be withheld from the public; except that the video shall be released no later than forty-five days from the date of the allegation of misconduct; except that in a case in which the only offenses charged are statutory traffic infractions, the release of the video may be delayed pursuant to rule 8 of the Colorado rules for traffic infractions. In all cases when release of a video is delayed in reliance on this subsection (2)(b)(III), the prosecuting attorney shall prepare a written explanation of the interference or jeopardy that justifies the delayed release, contemporaneous with the refusal to release the video. Upon release of the video, the prosecuting attorney shall release the written explanation to the public.

(c) If criminal charges have been filed against any party to the incident, that party must file any constitutional objection to release of the recording in the pending criminal case before the twenty-one-day period expires. Only in cases in which there is a pending criminal investigation or prosecution of a party to the incident, the twenty-one-day period shall begin from the date of appointment of counsel, the filing of an entry of appearance by counsel, or the election to proceed pro se by the defendant, receipt of the criminal complaint, and the defendant's receipt of the video in discovery in the criminal prosecution made on the record before a judge. If the defendant elects to proceed pro se in the criminal case, the court shall advise the defendant of the twenty-one-day deadline for the defendant to file any constitutional objection to release of the recording in the pending criminal case as part of the court's advisement. The court shall hold a hearing on any objection no later than seven days after it is filed and issue a

ruling no later than three days after the hearing. The hearing is considered a critical stage as defined in section 24-4.1-302 and gives victims the right to be heard pursuant to section 24-4.1-302.5.

(3) Subsection (1)(a)(III) of this section, as it relates to only an officer tampering with body-worn or dash-camera footage or operation, and subsection (2) of this section apply on and after July 6, 2021, when a peace officer is wearing a body-worn camera or the officer's vehicle is equipped with a dash camera. If a peace officer is wearing a body-worn camera or the officer's vehicle is equipped with a dash camera, the remaining portions of this section apply on and after July 1, 2022. This section does not require a **law enforcement** agency to provide its **law enforcement** officers with body-worn cameras prior to July 1, 2023.

History

Source: L. 2020:Entire part added,(SB 20-217), ch. 110, p. 446, § 2, effective July 6, 2021. L. 2021:(1)(a)(I), (1)(a)(II)(A), (1)(a)(II)(B), (1)(a)(II)(D), (1)(a)(III), (1)(a)(IV)(B), (1)(a)(IV)(C), (2)(a), (2)(b)(II), (2)(b)(III), and (2)(c) amended and (3) added,(HB 21-1250), ch. 458, p. 3055, § 2, effective July 6.

▼ Annotations

Research References & Practice Aids

Hierarchy Notes:

C.R.S. Title 24

C.R.S. Title 24, Principal Departments

C.R.S. Title 24, Art. 31, Pt. 9

State Notes

Notes

Editor's note:

Section 23 of House Bill 21-1250 changed the effective date of this section, as enacted in Senate Bill 20-217, from July 1, 2023, to the effective date of House Bill 21-1250, July 6, 2021. (See L. 2021, p. 3074.)

C.R.S. 24-31-903

Statutes current through Chapter 275 from the 2023 Regular Session and effective as of May 30, 2023. The text of this section is not final. It will not be final until compared to, and updated from, the text provided by the Colorado Office of Legislative Legal Services later this year.

- [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 showup, 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 showup, 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 showup, 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.

▼ Annotations

Research References & Practice Aids

Hierarchy Notes:

C.R.S. Title 24

C.R.S. Title 24, Principal Departments

C.R.S. Title 24, Art. 31, Pt. 9

State Notes

Notes

Editor's note:

Section 5(2) of chapter 312 (HB 21-1142), Session **Laws** of Colorado 2021, provides that the act changing this section applies to showups conducted on or after January 1, 2022.

Research References & Practice Aids

Cross references:

For the legislative declaration in HB 21-1142, see section 1 of chapter 312, Session **Laws** of Colorado 2021.

C.R.S. 24-31-904

Statutes current through Chapter 275 from the 2023 Regular Session and effective as of May 30, 2023.

The text of this section is not final. It will not be final until compared to, and updated from, the text provided by the Colorado Office of Legislative Legal Services later this year.

- [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 \(§§ 24-31-901 — 24-31-906\)](#)

24-31-904. Peace officer certification discipline.

(1)

(a) Notwithstanding any provision of **law**, the P.O.S.T. board shall permanently revoke a peace officer's certification if:

(I) The P.O.S.T. certified peace officer is convicted of or pleads guilty or nolo contendere to a crime involving the unlawful use of physical force or a crime involving the failure to intervene in the use of unlawful force and the incident resulted in serious bodily injury or death to another person;

(II) The P.O.S.T. certified peace officer is found civilly liable for the use of unlawful physical force, or is found civilly liable for failure to intervene in the use of unlawful force and the incident resulted in serious bodily injury or death to another person;

(III) An administrative **law** judge, hearing officer, or internal investigation finds that a peace officer used unlawful physical force, failed to intervene, or violated section 18-1-707, and the incident resulted in serious bodily injury or death to another person;

(IV) An administrative **law** judge, hearing officer, or internal investigation finds that a peace officer failed to intervene pursuant to section 18-8-805 (5) and the incident resulted in death to another person; or

(V) An administrative **law** judge, hearing officer, or internal investigation finds that a peace officer violated section 18-8-805 (1) or (2)(a)(I) and the incident resulted in death to another person.

(b) The P.O.S.T. board shall not, under any circumstances, reinstate the peace officer's certification or grant new certification to the peace officer unless the peace officer is exonerated by an administrative **law** judge, hearing officer, or court. The P.O.S.T. board shall record each peace officer whose certification is revoked pursuant to this section in the database created pursuant to section 24-31-303 (1)(r).

(2)

(a) Notwithstanding any provision of **law**, the P.O.S.T. board shall suspend a peace officer's certification for at least a year if:

(I) The P.O.S.T. certified peace officer is convicted of or pleads guilty or nolo contendere to a crime involving the unlawful use or threatened use of physical force or a crime involving the failure to intervene in the use of unlawful force and the incident did not result in serious bodily injury or death to another person;

(II) The P.O.S.T. certified peace officer is found civilly liable for the use or threatened use of unlawful physical force, or is found civilly liable for failure to intervene in the use of unlawful force and the incident did not result in serious bodily injury or death to another person;

(III) An administrative **law** judge, hearing officer, or internal investigation finds that a peace officer used or threatened to use unlawful physical force, failed to intervene, or violated section 18-1-707, and the incident did not result in serious bodily injury or death to another person; or

(IV) An administrative **law** judge, hearing officer, or internal investigation finds that a peace officer failed to intervene pursuant to section 18-8-805 (5), or violated section 18-8-805 (1) or (2)(a)(I), and the incident did not result in death to another person.

(b) The P.O.S.T. board shall reinstate the peace officer's certification if the peace officer is exonerated by an administrative **law** judge, hearing officer, or court.

(3) Notwithstanding this section, the P.O.S.T. board shall not suspend or revoke a peace officer's certification based on a final decision of an internal investigation unless and until subsections (3)(a) and (3)(b) of this section are complied with, no later than one hundred eighty days after the date the **law enforcement** agency reports an incident to the P.O.S.T. board:

(a) The **law enforcement** agency that employs or employed the peace officer shall notify the P.O.S.T. board upon any sustained findings of subsection (1)(a)(III) or (2)(a)(III) of this section, in a manner designated by the P.O.S.T. board. Upon receipt of the notification, the P.O.S.T. board shall notify the certificate holder of the certificate holder's right to request a hearing. Upon request of the P.O.S.T. board, the reporting agency shall provide relevant documents related to the sustained findings of subsection (1)(a)(III) or (2)(a)(III) of this section. For the purposes of this subsection (3), the records of any **law enforcement** agency that are submitted for review by the P.O.S.T. board remain the property of the reporting **law enforcement** agency and are not subject to public release by the P.O.S.T. board.

(b) The certificate holder must request a hearing within thirty days after receipt of the P.O.S.T. board's notification. Upon the request by the certificate holder, the P.O.S.T. board shall refer the matter to an administrative **law** judge, who shall conduct a hearing in compliance with sections 24-4-104 and 24-4-105 to determine if the officer engaged in the alleged conduct.

(c) If the certificate holder either does not request a hearing or requests a hearing and the administrative **law** judge determines, after conducting the hearing pursuant to the rules of the P.O.S.T. board and in compliance with sections 24-4-104 and 24-4-105, that the certificate holder violated subsection (1)(a)(III) or (2)(a)(III) of this section, the P.O.S.T. board shall revoke or suspend the peace officer's certification pursuant to subsection (1)(a) or (2)(a) of this section.

(4) The P.O.S.T. board has the authority to permanently revoke or suspend the certification of any peace officer who enters into a deferred judgement, deferred prosecution, or diversion agreement for a crime involving the unlawful use of physical force or a crime involving the failure to intervene in the unlawful use of force.

History

Source: **L. 2020:**Entire part added,(SB 20-217), ch. 110, p. 452, § 2, effective June 19. **L. 2021:**Entire section amended,(HB 21-1250), ch. 458, p. 3059, § 4, effective July 6; entire section amended,(HB 21-1251), ch. 450, p. 2962, § 6, effective July 6.

Research References & Practice Aids

Hierarchy Notes:

C.R.S. Title 24

C.R.S. Title 24, Principal Departments

C.R.S. Title 24, Art. 31, Pt. 9

State Notes

Notes

Editor's note:

Amendments to this section by HB 21-1250 and HB 21-1251 were harmonized.

C.R.S. 24-31-905

Statutes current through Chapter 275 from the 2023 Regular Session and effective as of May 30, 2023.

The text of this section is not final. It will not be final until compared to, and updated from, the text provided by the Colorado Office of Legislative Legal Services later this year.

- [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 \(§§ 24-31-901 — 24-31-906\)](#)

24-31-905. Prohibited **law enforcement** action in response to protests.

(1) In response to a protest or demonstration, a **law enforcement** agency and any person acting on behalf of the **law enforcement** agency shall not:

(a) Discharge kinetic impact projectiles and all other non- or less-lethal projectiles in a manner that targets the head, pelvis, or back;

(b) Discharge kinetic impact projectiles indiscriminately into a crowd; or

(c) Use chemical agents or irritants, including pepper spray and tear gas, prior to issuing an order to disperse in a sufficient manner to ensure the order is heard and repeated if necessary, followed by sufficient time and space to allow compliance with the order.

History

Source: L. 2020:Entire part added, (SB 20-217), ch. 110, p. 452, § 2, effective June 19.

▼ Annotations

Research References & Practice Aids

Hierarchy Notes:

C.R.S. Title 24

C.R.S. Title 24, Principal Departments

C.R.S. Title 24, Art. 31, Pt. 9

C.R.S. 24-31-906

Statutes current through Chapter 275 from the 2023 Regular Session and effective as of May 30, 2023.

The text of this section is not final. It will not be final until compared to, and updated from, the text provided by the Colorado Office of Legislative Legal Services later this year.

- [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 \(§§ 24-31-901 — 24-31-906\)](#)

24-31-906. Retaliation against whistleblower officers prohibited.

(1) A peace officer's employer or the employer's agent shall not discharge; discipline; demote; deny a promotion, transfer, or reassign; discriminate against; harass; or threaten a peace officer's employment because the peace officer disclosed information that shows:

(a) A danger to public health or safety; or

(b) A violation of **law** or policy committed by another peace officer.

(2) No later than January 1, 2022, all **law enforcement** agencies that employ P.O.S.T.-certified peace officers shall provide a training available to employees, a workplace posting, or both regarding the requirements of this section. If the **law enforcement** agency provides a posting, the **law enforcement** agency shall place the posting in an area that is readily accessible to all employees and printed in a readable format. For new employees hired after the date of the training for existing employees, the **law enforcement** agency shall provide the training during the employee's orientation.

(3) An employee or agent of a **law enforcement** agency that knowingly or intentionally violates subsection (1) of this section shall be disciplined appropriately by the **law enforcement** agency.

History

Source: L. 2021:Entire section added, (HB 21-1250), ch. 1250, p. 3061, § 5, effective July 6.

▼ Annotations

Research References & Practice Aids

Hierarchy Notes:

C.R.S. Title 24

C.R.S. Title 24, Principal Departments

C.R.S. Title 24, Art. 31, Pt. 9