

Colorado Highway Safety Office

FY26 Annual Grant Application

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Traffic Safety Update

Despite a 4.5 percent decrease in traffic-related fatalities from 720 in 2023 to 688 in 2024 (preliminary State data), the State did not meet the Triennial Highway Safety Plan (3HSP) 2025 target of 660 for total traffic-related fatalities. Of the nineteen 3HSP performance measures, nine measures are trending toward being met, nine measures are not, and one measure has been partially met (see *Table 1: Assessment of Results in Achieving Performance Targets for FY2025*).

Notably, the performance measures trending to meet the 3HSP target include unrestrained passenger fatalities, speed-related traffic fatalities, distracted driving-related fatalities, and older driver fatalities. The performance measures unexpected to meet the target include total traffic-related fatalities, serious injury crashes, impaired driving-related fatalities, young driver fatalities, pedestrian fatalities, and bicycle fatalities. The Highway Safety Office (HSO) continues to utilize all available State and Federal funding resources to address traffic safety challenges.

The HSO has a multifaceted approach to reducing traffic fatalities across the state. These efforts include using problem identification and geospatial crash data to refine law enforcement participation and deployment in high-visibility enforcement efforts. High-visibility enforcement efforts can improve awareness and compliance with traffic laws. The Statewide Occupant Protection Task Force conducted a strategic planning session and identified four goals to mobilize and increase engagement among partners and stakeholders to improve the occupant protection environment. The legislatively mandated Colorado Task Force on Drunk and Impaired Driving (CTFDID) also met with partners and stakeholders to develop recommendations to address impaired driving challenges.

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

In addition, the HSO has committed to partnering with communities, including those in rural areas, that are overrepresented in the traffic crash data. The HSO advances these efforts by collaborating with multiple community-based partners and groups to identify relevant prevention strategies. This includes providing training, technical assistance, and funding to community-level projects. The HSO continues to host the annual Statewide Traffic Safety Summit, engaging partners and stakeholders and laying the groundwork for further collaboration on statewide traffic safety issues.

The implementation of the Hands-Free Law, effective January 1, 2025, represented a significant statutory advancement in traffic safety for Colorado. The Hands-Free Law now prohibits manual data entry and transmission on a cellphone (i.e., sending text messages, browsing the internet, etc.) while behind the wheel.

Table 1 Assessment of Results in Achieving Performance Target for FY2025

Performance Measure (Data Source)	Target Value FY 2025 HSP*	Progress Results**	On Track to Meet FY25 Target
C-1) Total Traffic Fatalities (FARS) **	660	688	No
C-2) Serious Injuries in Traffic Crashes (State) **	Reduce to 3,356	3,928	No
C-3) Fatalities/VMT (State) **	1.24	1.24	Yes
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)	Maintain at 212	169	Yes
C-5) Alcohol-Impaired Driving fatalities (FARS)	Maintain at 216	214 (2023)	Yes
C-6) Speeding-Related Fatalities (FARS)	Maintain at 258	237	Yes
C-7) Motorcyclist Fatalities (FARS)	Maintain at 135	165	No
C-8) Unhelmeted Motorcyclist Fatalities (FARS)	Reduce to 71	74	No
C-9) Drivers Aged 20 or Younger Involved in Fatal Crashes (FARS)	Reduce to 100	110	No
C-10) Pedestrian Fatalities (FARS)	Maintain at 94	120	No
C-11) Bicyclist Fatalities (FARS)	Maintain at 15	14	Yes
C-12) Fatalities Involving a Distracted Driver (FARS)	Reduce to 68	51	Yes
C-13) Drivers 65 or Older Involved in Fatal Crashes, At Fault (FARS)	Reduce to 100	82	Yes
C-14) Fatalities Involving a Driver or Motorcycle Operator Testing Positive for ≥ 5 ng of Delta 9 THC (FARS)	Reduce to 90	87 (2023)	Yes
C-15) Increase percent of records, transferred from Colorado State Patrol to Colorado Department of Revenue, without errors in five critical data elements (State)	15%	20%	No
C-16) Fatalities involving a worker in Work Zones (State)	Maintain at 10	31	No
C-17) Increase the percentage crash records submitted to the Department of Revenue with complete and correct data elements related to location ****	85%	85% for three of four metrics	Yes
C-18) Increase the number of agencies electronically transmitting Citation and Crash data to Colorado Department of Revenue **	Citation: Increase to 1 Crash: Increase by 1	Citations: 0 Crash: Increased by 5	No Yes
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	89%	88.2%	No

*As reported in the FY24-26 3HSP

**Preliminary 2024 State Data unless otherwise noted

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

The HSO will adjust planned activities and continue engagement based on the results shown in *Table 1: Assessment of Results in Achieving Performance Targets for FY2024*. This includes using strategies and recommendations for ongoing engagement planning and countermeasure deployment described in FY24 3HSP.

Performance Measure: C-1 Total Traffic Fatalities

STATUS: 2025 performance measure not met.

ACTIONS: The HSO will continue to analyze and refine High Visibility Enforcement (HVE) deployments, education, and outreach efforts. This will include additional geospatial and detailed data analysis to identify areas of the state overrepresented in fatal crashes. This process will refine the locations that would benefit the most from HVE, hopefully leading to a decrease in the total number of traffic fatalities.

ADJUSTMENTS: The HSO is committed to reducing the number of fatalities and serious injuries per vehicle miles traveled on Colorado's roads through continual analysis and refinement of funded projects. The HSO continues to seek new projects to fund. The office's commitment to this performance measure is demonstrated through adjustments to planned activities, development of new activities, continued outreach to understand the unique challenges faced by various communities, and ongoing efforts to partner with law enforcement agencies as outlined in the 3HSP.

OUTREACH TO UNDERSERVED COMMUNITIES: The HSO has initiated conversations with communities in rural Colorado to understand their unique traffic safety challenges. The HSO will continue to collaborate with partners across the state to identify traffic safety funding and programming needs.

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

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

STATUS: 2025 performance measure not met.

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

Performance Measure: C-3 Fatalities/VMT

STATUS: 2025 performance measure met.

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

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

STATUS: 2025 performance measure met.

ACTIONS: The HSO will continue planned activities under this measure.

ADJUSTMENTS: None. The HSO will continue its planned activities and outreach efforts, focusing on understanding the unique challenges of communities across the state and collaborating with the Occupant Protection Task Force to educate lawmakers and seek new partners.

OUTREACH TO RURAL COMMUNITIES: The HSO attended the Four Corners Injury Prevention Annual Conference to connect with other state Highway Safety Offices and tribal organizations. The conference provided participants with guidance on how to make traffic safety education and child restraint systems accessible to members of the Navajo Nation. The lessons learned from participating in this conference are valuable for enhancing the outreach work the HSO will conduct in the future.

SEEK NEW PARTNERS: The HSO will leverage its partnership with the Occupant Protection Task Force to engage and inform policymakers about the traffic safety challenges associated with a secondary seat belt law and the underutilization of appropriate child passenger safety restraint devices.

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

STATUS: 2025 performance measure met.

ACTIONS: The HSO will continue to analyze data, reach out to law enforcement agencies, and initiate new projects.

ADJUSTMENTS: The HSO will continue to analyze geospatial and socio-demographic data to identify impaired driving crash hotspot areas around the State. They will use law enforcement liaisons (LELs) to recruit additional law enforcement agencies to participate in HVE campaigns.

SEEK NEW PARTNERS: The CTFDID will engage and inform policymakers about the traffic safety challenges associated with high impacts from impaired driving.

Performance Measure: C-6 Speeding-Related Fatalities

STATUS: 2025 performance measure met.

ACTION: The HSO will continue planned activities under this measure.

ADJUSTMENTS: None. The HSO will continue to address the challenge of speeding-related fatalities through targeted speed enforcement, education, and awareness-raising activities in areas identified through the problem identification process.

Performance Measure: C-7 Motorcyclist Fatalities

STATUS: 2025 performance measure not met.

ACTION: The HSO is committed to reducing the number of motorcyclist fatalities on Colorado's roads by refining funded projects and seeking new projects to fund. This includes adjusting planned activities, developing new activities, and continuing outreach to understand the unique challenges faced by the motorcycling community.

ADJUSTMENTS: The HSO will continue to address this challenge through high-level involvement of the Motorcycle Operator Safety Advisory Board (MOSAB), as well as the

deployment of aggressive public awareness campaigns directed at motorcyclists. These actions are intended to increase safety awareness among motorists and motorcyclists.

Performance Measure: C-8 Unhelmeted Motorcyclist Fatalities

STATUS: 2025 performance measure not met.

ACTION: The HSO is committed to reducing the number of unhelmeted motorcyclist fatalities on Colorado's roads by refining funded projects and seeking new projects for HSO funding. This includes adjusting planned activities, developing new activities, and continuing outreach to understand the unique challenges of the motorcycling community.

ADJUSTMENTS: The HSO will continue to address this challenge through high-level engagement with the MOSAB, aggressive public awareness campaigns directed at motorcyclists on the proper use of motorcycle gear, including helmets, and encouraging state-authorized basic motorcycle training.

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

STATUS: 2025 performance measure not met.

ACTION: The HSO will enhance and increase enforcement and seek new partners to help engage drivers 20 years or younger.

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

The HSO, through partnership with the LELs, will work to recruit local law enforcement agencies to conduct primary seatbelt enforcement for young drivers in and around high schools, which may also include enforcement of distracted driving.

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

SEEK NEW PARTNERS: The HSO utilizes problem identification to identify communities experiencing higher rates of young driver fatalities. The HSO will facilitate listening sessions between potential applicants and existing partners who have programming that may apply to other communities.

Performance Measure: C-10 Pedestrian Fatalities

STATUS: 2025 performance measure not met.

ACTION: The HSO will continue to analyze and refine enforcement, education, and outreach efforts. This will include analyzing geospatial data to identify areas with high levels of pedestrian crashes.

ADJUSTMENTS: The HSO will continue to address the challenge of pedestrian fatalities by developing new communications programs directed to pedestrians and drivers on the

importance of pedestrian safety and obeying traffic safety laws at crosswalks. In addition, the LELs will work to identify new law enforcement agencies to participate in enforcement efforts.

OUTREACH TO COMMUNITIES: The HSO partners with the Colorado Department of Public Health and Environment (CDPHE) Traffic Safety Team to understand unique challenges and programming for vulnerable road users.

SEEK NEW PARTNERS: The HSO is utilizing the problem identification process developed by the 3HSP to select areas with the greatest need for focused outreach. The HSO will work with members of these communities to understand the local safety challenges associated with pedestrian fatalities. HSO will facilitate listening sessions between potential grant applicants and existing partners working on projects aimed at reducing pedestrian fatalities.

Performance Measure: C-11 Bicyclist Fatalities

STATUS: 2025 performance measure met.

ACTION: The HSO will continue to analyze enforcement, education, and outreach efforts focused on improving bicyclist safety. This will include analyzing geospatial data to identify areas with high levels of bicycle fatalities.

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

SEEK NEW PARTNERS: The HSO utilizes the problem identification process developed in the 3HSP to identify areas for focused outreach. The HSO will facilitate listening sessions with potential applicants and existing partners who are interested in receiving funding for programs like *Bicycle Safe Driver Training*.

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

Performance Measure: C-12 Fatalities Involving a Distracted Driver

STATUS: 2025 performance measure met.

ACTION: The HSO will continue planned activities under this measure.

ADJUSTMENTS: None. The HSO will continue to address the challenge of distracted driving through targeted HVE, education, and awareness campaigns. Funding for media communications will focus on campaigns designed to educate, inform, and provide resources regarding the dangers of distracted driving on our roadways.

In January 2025, the new Hands-Free law went into effect.

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

STATUS: 2025 performance measure met.

ACTION: The HSO will continue planned activities under this measure.

ADJUSTMENTS: None. The HSO will continue to address the challenge of older adults involved in fatal crashes through enhanced educational and outreach efforts among this population. This includes a high level of engagement with the Older Driver Coalition and education for the families and caretakers of older adult drivers.

OUTREACH TO COMMUNITIES: In 2024, the HSO hosted the Colorado Traffic Safety Summit and facilitated a breakout session to discuss the challenges and opportunities in safety education for drivers aged 65 or older. Participants identified agency coordination and firsthand driver learning as focus areas. A similar breakout session is planned for the 2025 Colorado Traffic Safety Summit.

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

STATUS: 2025 performance measure met (based on 2023 data, most recent available)

ACTIONS: The HSO will continue to analyze data, reach out to law enforcement agencies, and support new projects.

ADJUSTMENTS: The HSO will analyze geospatial data to identify impaired driving hotspots around the State. This information will be used to recruit LELs and additional law enforcement agencies to participate in HVE campaigns. Additional Drug Recognition Expert (DRE) Schools are planned for FY26.

SEEK NEW PARTNERS: The HSO will use the CTFDID to engage and inform policymakers about the traffic safety challenges associated with high impacts from impaired driving.

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

STATUS: 2025 performance measure not met.

ACTION/ ADJUSTMENTS: The HSO will enhance its collaborative efforts with law enforcement agencies, CDOT, the Department of Revenue (DOR), and the Colorado Statewide Traffic Records Advisory Committee (STRAC) to improve the collection and accuracy of Colorado DRIVES crash data. The DRIVES system manages driver and vehicle records, including citations. The system is currently being updated. The record data transfer between CSP and CDOR has been postponed until after the upgrade is completed in August 2026. Despite the system upgrade delay, the foundation for success is now in place. HSO's partners have already established protocols for measuring progress, developed simplified processes for handling data, and prepared programming for the datasets. Once the update is complete, STRAC will be positioned to expand this type of data transfer to local law enforcement agencies around Colorado.

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

STATUS: 2025 performance measure not met.

ACTION: The HSO will support new projects to enhance the safety of workers in work zones and reduce fatalities.

ADJUSTMENTS: The HSO is sponsoring Colorado State Patrol's new public awareness, education, and communications campaigns related to the "Slow Down, Move Over" Law. The 2024 Traffic Safety Summit included workshop sessions on traffic incident management (TIM) programs

SEEK NEW PARTNERS: The HSO, in cooperation with law enforcement agencies, the American Automobile Association (AAA), and other roadside safety entities, will continue to seek out new traffic incident management (TIM) programming.

Performance Measure: C-17 Increase the percentage of crash records submitted to the Department of Revenue with complete and correct data elements related to location

STATUS: 2025 performance measure partially met.

ACTION/ ADJUSTMENTS: Colorado's Traffic Records Strategic Plan includes multiple ongoing and future initiatives aimed at improving the collection of crash location data. 85% or more of the crash location data collected across the state was complete and correct for three of the four metrics tracked. The latitude and longitude collected did not achieve 85% completion and accuracy rate. The metric did however improve by 11.34%. CDOT has increased training resources and outreach activities in calendar year (CY) 2024 and CY 2025 to date. Colorado anticipates achieving the three-year target by December 31, 2026.

Performance Measure: C-18 Increase the number of agencies electronically transmitting Citation and Crash data to the Colorado Department of Revenue.

STATUS: 2025 performance measure partially met.

- E-Crash
 - In CY23, 89 of the 320 agencies E-crash reported.
 - In CY24, 5 additional (94 total) agencies transmitted crash reports electronically.
- E-Citation
 - In CY23, no agencies E-citation reported.
 - In CY24, no agencies E-citation reported.

ACTION/ADJUSTMENTS: E-crash achieved and on track to achieve three-year target by December 31, 2026. **E-Citation not achieved.** Colorado has undertaken a major upgrade to the DRIVES system. Colorado's DRIVES system manages driver and vehicle records, including citations. To achieve the major upgrade promptly, multiple programming initiatives, including the completion of citation record data transfer between CSP and CDOR, have been postponed until after the upgrade is complete in August 2026. STRAC expected the work needed for the citation data transfer to be included with the system upgrade. Although the DRIVES system upgrade has delayed the completion of this work, the foundation for success is now fully in place. The partners have established protocols for measuring progress, developed a simplified data process, identified the critical data elements that benefit most from the process simplification, and prepared programming for both sides of the data sets. This work remains important in improving traffic records in Colorado. Once achieved, STRAC will be positioned to expand this type of data transfer to local law enforcement agencies around Colorado.

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

STATUS: 2025 performance measure not met.

ACTION: The HSO will continue to analyze and refine enforcement, education, and outreach efforts. This will include analyzing geospatial data to identify areas in the state that continue to be over-represented in unrestrained crashes. The HSO will partner with LELs to recruit new law enforcement agencies to participate in high-visibility enforcement of traffic laws. The HSO will also continue to participate in the Click It or Ticket (CIOT) May Mobilizations, two additional statewide CIOT campaigns, and support education about the importance of seat belt usage for all passenger vehicle occupants.

FY26 Impaired Driving Program Update

In 2023 (most recent data available), 31 percent of all fatalities in the state involved impaired driving, resulting in 214 motor vehicle deaths. The six counties with the highest number of fatalities in crashes involving a driver or motorcycle operator with a BAC greater than 0.08 were Denver (29), Adams (27), Arapahoe (25), Weld (20), El Paso (16) and Jefferson (14).

High-visibility enforcement (HVE) events utilize problem identification to deploy law enforcement resources in areas with a high incidence of impaired driving. These events deter impaired driving by increasing the perceived risk of arrest on Colorado roadways. HVE is highly publicized in the days leading up to, during, and after the event. Colorado's impaired driving-related fatalities (alcohol and cannabis) have historically been 30 percent or more of the total fatality number.

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

Project Overviews

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

Task Number	26-01-01
Program Name	Don't Be a Dummy... Drive Sober
Contractor	Colorado Springs Police Department (CSPD)

Overview of Project

The Colorado Springs Police Department (CSPD) will conduct high-visibility, saturation patrols through officer overtime deployment with a targeted focus on impaired driving enforcement. CSPD public affairs office will conduct public awareness campaigns to educate the public about the risks of driving while impaired.

Data Justification

In 2024, 41% of the City of Colorado Springs traffic fatalities involved motorists driving under the influence of alcohol and/or drugs. Preliminary statistical data from CSPD's Strategic Information Center (STIC) indicates that in 2024, while the number of fatalities from traffic crashes (49) decreased slightly compared to 2023 (50), the number of traffic crash deaths involving DUI increased from 13 to 20 (41% of all traffic fatalities).

Countermeasure Strategy

Impaired Driving HVE

Evaluation Measure(s)

Number of saturation patrols, contacts, and citations.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
164	ENF_AL	\$65,921.52	\$65,921.52

Task Number 26-01-03
Program Name Impaired Driving Enforcement
Contractor El Paso County Sheriff's Office (EPSO)

Overview of Project

The El Paso County Sheriff's Office (EPCSO) will conduct saturation patrols in the unincorporated area 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. EPCSO will also provide deputy training, community outreach, and early education, especially in local schools.

Data Justification

In 2024, El Paso County had the second-most traffic fatalities (75) in the state. 27 of those fatalities, 36% of the county's traffic fatalities, had drivers suspected of impairment. The number of drivers involved in a fatal crash and suspected of impairment increased in the county from six in 2023.

Countermeasure Strategy

Impaired Driving HVE

Evaluation Measure(s)

Number of saturation patrols conducted, number of contacts and citations, number of community events

Funding Source	Eligible Use	Federal Funds	Local Expenditure
164	ENF_AL	\$195,955.68	\$195,955.68

Task Number 26-01-04
Program Name Colorado State Patrol DUI Impaired Driving (HVE)
Contractor Colorado State Patrol (CSP)

Overview of Project

CSP will focus on reducing impaired driving by conducting enforcement hours to support the High Visibility Enforcement (HVE) waves promoted by the National Highway Traffic Safety Administration (NHTSA) and the Colorado Department of Transportation (CDOT).

Data Justification

Since 2020, impaired driving has been the leading cause of fatal and/or serious injury crashes across the state. Since 2020, CSP has investigated more than 7,600 crashes involving fatal and/or serious injuries. In 2024, there were 1,684 DUI related crashes across Colorado.

Countermeasure Strategy

Impaired Driving HVE

Evaluation Measure(s)

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

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405d	M5HVE	\$331,976.26	Not Applicable

Task Number 26-01-05

Program Name DUI Enforcement

Contractor Jefferson County Sheriff's Office (JCSO)

Overview of Project

The JCSO will conduct saturation patrols, increase enforcement, and provide education and information outreach.

Data Justification

In 2024, impaired driving crashes in Jefferson County accounted for 160 DUI crashes, 24% of which resulted in fatalities and injuries.

Countermeasure Strategy

Impaired Driving HVE

Evaluation Measure(s)

Number of traffic fatalities involving an impaired driver, number of deployments, number of enforcement hours, number of impaired driving arrests, number of events attended.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
164	ENF_AL	\$13,933.76	\$13,933.76

Task Number 26-01-06

Program Name DUI HVE Campaign

Contractor Aurora Police Department

Overview of Project

The goal of the Aurora Police Department is to reduce the number and severity of fatal and serious injury crashes related to impaired driving

Data Justification

In 2024, 29.4% of the fatal crashes in Aurora involved DUI impairment.

Countermeasure Strategy

Impaired Driving HVE

Evaluation Measure(s)

Number of traffic fatalities involving an impaired driver, number of deployments, number of enforcement hours, number of impaired driving arrests

Funding Source	Eligible Use	Federal Funds	Local Expenditure
164	ENF_AL	\$80,000	\$80,000

Task Number 26-01-07
Program Name Denver's Comprehensive Impaired Driving Program
Contractor Denver Police Department (DPD)

Overview of Project

Denver's Comprehensive Impaired Driving Program is aimed at reducing the number of serious injuries and fatal crashes related to impaired driving in Denver through HVE efforts including saturation patrols and increased impaired driving enforcement OT hours.

Data Justification

In 2025, DPD investigated 305 impaired driving crashes with six crashes leading to serious bodily injury and two fatalities.

Countermeasure Strategy

Impaired Driving HVE

Evaluation Measure(s)

Number of saturation patrols, number of contacts, citations, impaired driving arrests, number of drivers evaluated using SFST, number of drivers evaluated using DREs, number of refusals.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
164	ENF_AL	\$224,424.00	\$224,424.00

Task Number 26-01-08
Program Name Colorado Task Force on Drunk and Impaired Driving (CTFDID)
Contractor Mothers Against Drunk Driving (MADD)

Overview of Project

Mothers Against Drunk Driving will provide administrative and technical support to the CTFDID to execute the activities of the statewide impaired driving task force.

Data Justification

Colorado Statute 42-4-1306 requires the CTFDID to engage stakeholders and administratively support the production of an annual statewide report on drunk and impaired driving.

Countermeasure Strategy

Training and Judicial Support

Evaluation Measure(s)

Evaluate communication distribution and stakeholder engagement, as well as timely distribution of meeting information and related meeting materials (minutes, agendas, presentations)

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405d	M5OT	\$36,813.75	N/A

Task Number 26-01-09
Program Name Youth Impaired Driving Prevention
Contractor Chaffee County Human Services, Family and Youth Initiatives (FYI)

Overview of Project

Family and Youth Initiatives (FYI) aims to prevent youth alcohol-impaired driving by implementing evidence-based prevention strategies targeting high school-aged youth in Chaffee

County. FYI will support Teen Council members in becoming peer leaders, equipping them to educate their peers and promote substance-free, pro-social activities that reduce the incidence of youth impaired driving.

Data Justification

The 2023 Healthy Kids Colorado Survey (HKCS) reveals that Chaffee youth continue to face elevated risk factors for impaired driving, indicating 7% of youth reported driving a vehicle after using alcohol in the past month. This percentage is up from 4% in 2021, indicating a concerning reversal in progress.

Countermeasure Strategy

School and Community-Based Program

Evaluation Measure(s)

Number of students engaged, number of events held

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405d	M5OT	\$106,295.80	N/A

Task Number 26-01-10

Program Name Traffic Safety Resource Prosecutor Program (TSRP)

Contractor Colorado District Attorneys' Council (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 expertise on traffic safety matters with a specific emphasis on impaired driving.

Data Justification

The TSRP program provided specialized training to 3,289 prosecutors and 70,721 law enforcement and other traffic safety personnel. This program amounted to 71,639 hours of training overall. The program received 69,228 requests from law enforcement and other traffic safety personnel and 2,835 requests from prosecutors for video resources.

Countermeasure Strategy

Training and Judicial Support

Evaluation Measure(s)

Number of law enforcement and prosecutors trained, number of trainings provided

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405d	B5CS	\$443,965.16	N/A

Task Number 26-01-11

Program Name Impaired Driving Tech Transfer

Contractor Highway Safety Office

Overview of Project

Funds cover registration and travel costs associated with conferences and events about impaired driving training, and DRE training, including the Impaired Driving Conference (IACP).

Statewide, law enforcement officers and other traffic safety partners are selected to participate in these events. Attendees use the information they learn at the events to educate and update additional law enforcement officers on relevant information and methods for recognizing impaired driving in the public.

Countermeasure Strategy

Training and Judicial Support

Evaluation Measure(s)

Number of people trained

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405d	M5PEM	\$15,000	N/A

Task Number 26-01-12

Program Name DRE/SFST Update Training/School

Contractor Highway Safety Office (HSO)

Overview of Project

The HSO DRE Standard Field Sobriety Test (SFST) Training/School Program provides training and education to Colorado Law Enforcement Officers to further officers' knowledge of impaired driving. Training and education opportunities will include two DRE Schools, DRE Instructor School, and re-certification training.

Data Justification

Impaired driving accounts for over 30% of all traffic fatalities in Colorado. The DRE/SFST Training/School Program provided specialized impairment detection training to 345 sworn police officers for the State of Colorado in 2024.

Countermeasure Strategy

Training and Judicial Support

Evaluation Measure(s)

Number of DREs completing the training, number of DRE schools, number of DRE update trainings, number of SFST Instructor update trainings, number of DRE evaluations completed

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405d	B5PEM	\$240,000	N/A

Task Number 26-01-13

Program Name SFST/DRE Program Education and Program Compliance

Contractor Law Enforcement Alcohol and Drug Impairment Training (LEAD Impairment Training)

Overview of Project

LEAD Impairment Training will deliver statewide updates on DRE and SFST.

Data Justification

Impaired driving accounts for over 30% of all traffic fatalities in Colorado. In 2024, the LEAD program provided specialized impairment detection training to 345 sworn police officers in the State of Colorado.

Countermeasure Strategy
Training and Judicial Support

Evaluation Measure(s)

Number of DRE/SFST recertified, number of DRE/SFST updates, number of new DRE Instructors, number of monthly communications

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405d	B5PEM	\$209,492.00	N/A

Task Number 26-01-14
Program Name Impaired Driving Initiative
Contractor Larimer County Partners Inc. (Partners)

Overview of Project

Through the Impaired Driving Initiative, Partners seeks to reduce DUI incidents in Larimer and Weld Counties by delivering curriculum-based prevention education to youth and promoting community awareness about the shared responsibility in preventing impaired driving.

Data Justification

In 2024, Larimer County experienced 35 traffic fatalities, with 15 incidents involving impaired driving. In Weld County, there were 67 traffic fatalities, with 25 incidents involving impaired driving. CDOT data shows that in a survey filled out by Larimer County High School students, between 4.3% and 5.5% of students reported driving a vehicle after using marijuana in the past month.

Countermeasure Strategy
Training and Judicial Support

Evaluation Measure(s)

Number of public awareness campaigns or events, number of students who participated in Prevention Education Programming

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405d	M5OT	\$264,825.77	N/A

Task Number 26-01-15
Program Name Colorado State Patrol Impaired Driving Enforcement - DUI Team
Contractor Colorado State Patrol

Overview of Project

CSP will assemble a Statewide DUI travel team and deploy the team to various DUI prevention operations around Colorado. DUI prevention operations include saturation patrol operations, sobriety checkpoint operations, or combinations of the two types of operations.

Data Justification

Since 2020, CSP has investigated more than 7,600 crashes involving fatal and/or serious injuries; 1,452 of those crashes were caused by impaired driving. Since 2020, impaired driving has been the leading cause of fatal and/or serious injury crashes.

Countermeasure Strategy
Impaired Driving HVE

Evaluation Measure(s)

Number of operations conducted, number of citations, contacts, and arrests

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405d	M5HVE	\$241,803.29	N/A

Task Number 26-01-17

Program Name Colorado State Judicial Outreach Liaison

Contractor 2 Mile Hi Enterprise, LLC

Overview of Project

The State Judicial Liaison's (SJOL) primary objective is to provide a foundation for outreach efforts to educate and inform judicial officers on impaired driving issues

Data Justification

The SJOL's collaboration, technical assistance, and education will provide more open communication between the Highway Safety Office and the Colorado Judicial Branch for FY26.

Countermeasure Strategy

Training and Judicial Support

Evaluation Measure(s)

Number of trainings, number of presentations, number of stakeholders engaged

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405d	B5CS	\$125,000	N/A

FY26 Police Traffic Services Program Update

Preliminary data indicate there were 688 traffic fatalities in Colorado in 2024. Of those fatalities, 237 involved speeding, 169 involved an unrestrained occupant, and 51 involved a distracted driver.

Speeding-related fatalities represent a sizable portion of Colorado's total traffic fatalities. Sustained speeding enforcement coupled with engineering and design changes to decrease speeds are two integral pieces to reducing speeding-related crashes and fatalities in the state.

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

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

Project Overviews

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

Task Number 26-02-01
Program Name FY26 Distracted Driving & Speed Enforcement
Contractor Denver Police Department (DPD)

Overview of Project

The Denver Police Department (DPD) will focus on hot spots for distracted and speed-related traffic crashes. DPD will conduct enforcement and public education to reduce speed and distracted driving-related injury and fatal crashes.

Data Justification

The City and County of Denver has seen a significant increase in traffic fatalities. In 2020, the City and County of Denver had 51 traffic fatalities. Four of the 51 involved distracted driving, and 15 involved speeding. In 2023, Denver had 76 traffic fatalities, with 24 being speed-related, accounting for 32% of fatalities in the year.

Countermeasure Strategy

Sustained Enforcement

Evaluation Measure(s)

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

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	PT	\$210,038.40	\$210,038.40

Task Number 26-02-02
Program Name Aurora Police Department Traffic Services Campaign
Contractor Aurora Police Department (APD)

Overview of Project

The Aurora Police Department focuses on enforcement for speeding, distracted driving, and occupant protection, including seatbelt and child passenger safety. This project aims to address these critical issues through enforcement and public education.

Data Justification

Speed remains the leading cause of traffic fatalities in the City of Aurora, contributing to 27 of the 51 fatal crashes in 2024. Reckless behaviors, such as street racing, intersection "swinging," and recording stunts, are increasing risks. Forty-seven percent of fatal non-pedestrian crashes involved unrestrained occupants. Fourteen percent of speeding tickets were issued for driver distraction, including the use of phones, eating, or passenger interference.

Countermeasure Strategy

Sustained Enforcement

Evaluation Measure(s)

Number of enforcement contacts and citations issued

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	PT	\$211,413.60	\$211,413.60

Task Number 26-02-03
Program Name Buckle up and Slow Down!
Contractor Colorado Springs Police Department (CSPD)

Overview of Project

The Colorado Springs Police Department (CSPD) focuses on speed and occupant protection. This project aims to reduce the incidences of these behaviors through targeted enforcement and public education.

Data Justification

In 2024, there were 49 traffic fatalities in Colorado Springs, which represents a 2% decrease from 2023. Data collected by CSPD indicates that speeding was a contributing factor to 19 of these crashes (over 40%).

Countermeasure Strategy

Sustained Enforcement

Evaluation Measure(s)

Number of contacts, warnings, and citations

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	PT	\$86,943.60	\$86,943.60

Task Number 26-02-04
Program Name Reducing Fatal Crashes through Speed Enforcement
Contractor Pueblo Police Department (PPD)

Overview of Project

The Pueblo Police Department (PPD) focuses on reducing the number of speed-related traffic fatalities through department enforcement and combined enforcement. PPD will also provide education to the public, with a focus on young drivers. Education will be focused primarily on speeding through events, PSAs, and social media.

Data Justification

Speeding continues to be the leading cause of traffic fatalities and serious bodily injury crashes in the City of Pueblo. Between 2020 and 2024, there were a total of 84 fatal crashes in the City of Pueblo; speed was recorded as a contributing factor in 35 of those crashes. In 2024, there were 18 fatal crashes, and five were a direct result of speeding.

Countermeasure Strategy

Sustained Enforcement

Evaluation Measure(s)

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

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	PT	\$36,000.00	\$36,000.00

Task Number 26-02-05
Program Name Speed Mitigation for Hwy 93 and US 285 for 2024 - 2025
Contractor Jefferson County Sheriff's Office (JCSO)

Overview of Project

The Jefferson County Sheriff's Office (JCSO) Traffic project will focus on reducing the number of speed-related traffic injuries and fatalities through sustained high-visibility speed enforcement.

Data Justification

To address speed-related fatalities in Jefferson, the JCSO will maintain a visible presence during peak traffic hours on major unincorporated highways, with a focus on Highway 93 and US Highway 285. These highways have been identified through problem identification and are consistently overrepresented in speed-related crashes. During 2024, there were 13 fatalities in unincorporated Jefferson County. The JCSO aims to reduce the total number of fatalities in 2025 to 12 in unincorporated Jefferson County.

Countermeasure Strategy

Sustained Enforcement

Evaluation Measure(s)

Number of citations issued and number of contacts

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	SC	\$60,600.72	\$60,600.72

Task Number 26-02-06
Program Name City of Lakewood (Police) Speed Enforcement Campaign FY26
Contractor Lakewood Police Department (LPD)

Overview of Project

The Lakewood Police Department (LPD) will focus on reducing the number of speed-related traffic fatalities through targeted enforcement and education initiatives. The goal of the project is to reduce the prevalence of speeding, along with speed-related traffic injuries and fatalities in the City of Lakewood, by utilizing effective High Visibility Enforcement (HVE) strategies that focus on enforcement, visibility/deterrence, and publicity. LPD will provide increased agent hours, specifically focused on speed monitoring at high-accident locations and during high-volume days.

Data Justification

In 2024, the City of Lakewood reported 537 motor vehicle crashes resulting in injuries and 22 traffic-related fatalities. Traffic fatalities increased by 10% from 2023 to 2024. Of the fatal crashes in 2024, 12 were speed-related compared to 8 speed-related fatal crashes in 2023.

Countermeasure Strategy

Sustained Enforcement

Evaluation Measure(s)

Number of citations issued, number of contacts, number of hours worked

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	SC	\$102,060	\$102,060

Task Number 26-02-07
Program Name FY25 Traffic Safety Enforcement
Contractor Colorado State Patrol (CSP)

Overview of Project

Colorado State Patrol (CSP) will short-term high visibility enforcement campaigns to enforce distracted driving and seat belt laws. Saturation patrols will be supported with media campaigns, including radio PSAs and digital ads.

Data Justification

In Colorado, lack of appropriate restraint use is a contributing factor in 50% of motor vehicle fatalities and a distracted driver is involved in 7-11% of fatalities. Both driving behaviors are continually in the top five causal factors for fatal and SBI crashes.

Countermeasure Strategy

Sustained Enforcement

Evaluation Measure(s)

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

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	PT	\$512,815.03	N/A

Task Number 26-02-08
Program Name Greeley PD Data Driven Approaches to Crime and Traffic Safety
Contractor Greeley Police Department (GPD)

Overview of Project

The City of Greeley Police Department (GPD) will focus on speed and distracted driving. GPD will address this by deploying officers to high-volume zones during known events or peak hours to help reduce the number of speeding-related and distracted driving motor vehicle crashes and fatalities.

Data Justification

The City of Greeley experienced 223 serious bodily injury crashes and 14 fatal crashes during October 2023 through September 2024 time frame.

Countermeasure Strategy

Sustained Enforcement

Evaluation Measure(s)

Number of citations and contacts

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	PT	\$137,707.20	\$137,707.20

Task Number 26-02-09
Program Name Traffic Safety Enforcement
Contractor El Paso County Sheriff's Office (EPCSO)

Overview of Project

The El Paso County Sheriff's Office (EPSO) will focus on speeding and distracted driving. EPSO will address these issues through HVE in areas shown to have higher rates of speeding and distracted driving.

Data Justification

In 2024, El Paso County was second in the state of Colorado with 76 traffic fatalities. Ten of those were speed related and 11 had no occupant protection used. Also, construction zone fatalities doubled from 4 to 8 so extra enforcement in those areas has been conducted. In 2023, El Paso County was first in the state of Colorado with 78 traffic fatalities. Nine of those were speed-related, and five involved no occupant protection.

Countermeasure Strategy

Sustained Enforcement

Evaluation Measure(s)

Number of high visibility saturation patrols, number of hours worked, number of traffic stops, number of citations, and arrests

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	PT	\$190,985.28	\$190,985.28

Task Number 26-02-10
Program Name Traffic Safety
Contractor Thornton Police Department (TPD)

Overview of Project

Through speed enforcement, public education, and increased police presence, the Thornton Police Department will focus on reducing traffic fatalities, serious injuries in traffic crashes, and fatalities involving speeding and/or distracted drivers.

Data Justification

In 2022, Thornton Police Officers issued 3,951 speed citations. The year there were 2,950 crashes, including 72 serious bodily injury (SBI) crashes and 11 fatal crashes. In 2023, speed citations increased to 5,099; crashes decreased to 2,739; SBI crashes decreased to 66; and fatalities decreased to 8. In 2024, speed citations increased to 6,739; the total number of crashes decreased to 1,255 (a 57% decrease from 2022), and SBI crashes decreased to 62 (a 14% decrease from 2022).

Countermeasure Strategy

Sustained Enforcement

Evaluation Measure(s)

Number of enforcement contacts and citations issued

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	PT	\$83,234.76	\$83,234.76

Task Number 26-02-11
Program Name Distracted Driving 2026 - 2027
Contractor Durango Police Department (DPD)

Overview of Project

The Durango Police Department (DPD) will focus on reducing the number of speeding and distracted driving-related fatalities. DPD will do this through a focused enforcement strategy, public education, and social media posts.

Data Justification

The City of Durango had 2 fatal and 37 serious injury crashes in 2023, an increase of 2 crashes from the previous year. In each crash, speed and/or distracted driving were factors.

Countermeasure Strategy

Sustained Enforcement

Evaluation Measure(s)

Number of citations issued and number of contacts

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

Task Number 26-02-12
Program Name Traffic Safety
Contractor Wheat Ridge Police Department (WRPD)

Overview of Project

Wheat Ridge Police Department (WRPD) will conduct HVE in high-crash areas, focusing on speeding, distracted driving, and aggressive driving. WRPD will also use social media to educate the public on traffic safety.

Data Justification:

Statewide fatal accidents increased 11% from 2021 to 2022, according to the CDOT Problem Identification Executive Summary 2024. Speeding is listed as a major contributor to traffic deaths in 30-40% of crashes. The City of Wheat Ridge has averaged 3.8 fatal crashes a year for the last 5 years. WRPD investigated 4 fatal crashes in 2024 and 3 fatal crashes in 2023. WRPD responded to approximately 10 serious bodily injury crashes in both 2024 and 2023. WRPD increased traffic enforcement from 2023 to 2024 by issuing 49% more summons (3,851 in 2024 vs 2,584 in 2023). Continued proactive enforcement will hopefully decrease the likelihood of serious bodily injury and fatal crashes.

Countermeasure Strategy

Sustained Enforcement

Evaluation Measure(s)

Number of contacts and citations

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	PT	\$23,700.00	\$23,700.00

Task Number 26-02-13
Program Name FY26 Public Traffic Safety
Contractor Adams County Sheriff's Office (ACSO)

Overview of Project

Adams County Sheriff's Office (ACSO) will focus on speed, distracted driving, and occupant protection. ACSO aims to address these issues through high-visibility enforcement on all three issues. ASCO will also communicate and outreach specifically for occupant protection, including child passenger safety.

Data Justification

Speed-related crashes in Adams County decreased from 62 in 2023 to 48 in 2024. In 2023, Adams County had 13 unbuckled fatalities. During that year, deputies issued 109 seat belt violations and child restraint violations. In 2024, the seat belt usage rate in Adams County was 90.03%.

Countermeasure Strategy

Sustained Enforcement

Evaluation Measure(s)

Number of enforcement contacts and citations issued

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	PT	\$150,000.00	\$150,000.00

Task Number 26-02-14
Program Name Public Safety Through Effective Speed Enforcement
Contractor Westminster Police Department (WPD)

Overview of Project

Westminster Police Department (WPD) will focus on reducing speed-related traffic fatalities and serious injury crashes. WPD will conduct speed-focused enforcement and provide public education regarding this issue.

Data Justification

Westminster had five speeding fatalities in 2022, five in 2023, and three in 2024. Speeding fatalities decreased, but from 2023 to 2024, speeding citations increased by 37%. Overall, in 2024, Westminster had seven fatalities and 50 serious bodily injury crashes.

Countermeasure Strategy

Sustained Enforcement

Evaluation Measure(s)

Number of contacts and citations.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	SC	\$83,115.96	\$83,115.96

Task Number 26-02-15
Program Name Police Traffic Services Campaign
Contractor Arapahoe County Sheriff's Office

Overview of Project

The Arapahoe County Sheriff's Office (ACSO) will target fatal and serious injury crashes with speeding, distracted driving, and unrestrained occupants as a factor through high visibility enforcement and education. Efforts will be focused on the City of Centennial and Arapahoe County.

Data Justification

In 2024, the City of Centennial reported 1,222 crashes, with 25% involving speed as a contributing factor. Additionally, there were 5 fatal crashes, with 80% involving speed as a contributing factor. In 2024, in unincorporated Arapahoe County, there were a total of 1,1012 crashes, with 10% reporting speed as a factor, 3% reporting distracted driving, and 21% reporting improper or no restraint; Arapahoe also had five fatal crashes, 40% having speed as a contributing factor, and 40% having unrestrained passengers.

Countermeasure Strategy

Sustained Enforcement

Evaluation Measure(s)

Number of contacts and citations.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	PT	\$178,764.80	\$178,764.80

Task Number 26-02-16
Program Name Profiling Data Project
Contractor Department of Public Safety

Overview of Project

The Division of Criminal Justice (DCJ) within the Colorado Department of Public Safety (CDPS) will work to improve the data quality of the law enforcement contacts reporting system and identify trends in law enforcement data.

Data Justification

In Colorado, 478,231 people were involved in traffic stops in 2023, which were reported to the DCJ. Colorado statute 24-31-09 mandates that contact cards be required for all peace officers involved in a traffic stop and improves data collection related to these traffic stops.

Countermeasure Strategy

Training and Judicial

Evaluation Measure(s)

Quarterly progress reports will provide regular updates regarding the advancement of the grant's goals. Evaluate the impacts of the reporting improvement on data quality and officer training.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
1906	F1906CMD	\$1,149,998.91	N/A

FY26 Community Traffic Safety Program Update

In 2024, preliminary data indicates there were 688 traffic fatalities in Colorado. Of those fatalities, 169 involved an unrestrained passenger vehicle occupant, 110 involved a driver aged 20 or younger, 51 involved a distracted driver, and 82 of the drivers at fault in a fatal crash were 65 or older.

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

Project Overviews

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

Task Number	26-03-01
Program Name	Aurora Prevent Alcohol and Risk Related Trauma in Youth (P.A.R.T.Y.) Program
Contractor	University of Colorado Hospital

Overview of Project

The Prevent Alcohol and Risk Related Trauma in Youth (P.A.R.T.Y.) The program is an interactive, hospital-based injury prevention and safe driving program for high school students in Weld, Larimer, and Pueblo counties, as well as the Denver Metro area. It highlights risky driving behaviors, safe decision-making, and Colorado's Graduated Driver's License laws.

Data Justification

According to CDOT's 2022 Problem ID report, inexperience and aggressive driving were the leading causes of crashes among young drivers. In 2023 counties with high motor vehicle teen (ages 15-19) injury numbers included Adams (724), Arapahoe (674), Denver (576), Jefferson (371), and Larimer (215). Pueblo had the highest fatality rate at 19 per 100,000. University of Colorado Hospital 2023 data showed that 44% of trauma admissions for 14-to 18-year-olds were crash-related.

Countermeasure Strategy

School and Community-Based Programs

Evaluation Measure(s)

Number of students attending the program, pre- and post-survey responses

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	TSP CP	\$80,816.00	NA

Task Number 26-03-03
Program Name Empowering Youth with Peer-to-Peer Opportunities
Contractor SADD, Inc.

Overview of Project

Colorado SADD will expand its reach and impact through a strategic approach that elevates youth leadership, targets high-risk communities (El Paso, Denver, Weld, Arapahoe, Adams, Laramie, Boulder, and Jefferson counties). The initiative empowers young drivers to become advocates for safer driving behaviors.

Data Justification

Teen drivers are among the most at-risk groups on Colorado's roads, with over 8,000 involved in crashes in 2024, averaging 23 per day. Fatalities involving drivers aged 20 or younger reached 119 by October, with speed contributing to nearly one-third of fatal crashes and half of teen driver fatalities involving unbuckled seat belts. Teen driver crashes have increased by 59% over the past five years.

Countermeasure Strategy

School and Community Based Programs

Evaluation Measure(s)

Measures will include chapter growth, number of traffic safety events, and measurable behavior changes such as increased seat belt use and reduced speeding among youth participants

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	TSP	\$243,735.01	NA

Task Number 26-03-04
Program Name ThinkFast Interactive Teen Driver Safety Program
Contractor TJohnE Productions, Inc.

Overview of Project

ThinkFast Interactive (TFI) is a trivia-based prevention program that delivers age-appropriate highway safety education to middle and high school students. TFI will continue two initiatives in Colorado—one focused on passenger safety and early prevention for middle school students, and another addressing key teen driver risks for high school students. ThinkFast aims to equip young people with the knowledge and skills to prevent crashes and save lives.

Data Justification

Colorado has seen a 35% rise in crash-related emergency visits among youth aged 11–20 from 2020 to 2023, with counties like Denver, Adams, and El Paso reporting the highest fatality rates. Between 2021 and 2023 Colorado traffic fatalities involving young drivers aged 20 and younger increased 20%; 2023 had the highest number with 119 fatalities.

Countermeasure Strategy

School and Community-Based Programs

Evaluation Measure(s)

Number of programs delivered, number of students engaged, and pre- and post-survey results

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	TSP	\$166,200	\$166,200

Task Number 26-03-05
Program Name Eagle River Valley Safe Driving Efforts
Contractor Eagle River Youth Coalition

Overview of Project

Eagle River Youth Coalition, Inc., dba Mountain Youth, provides safety driving awareness strategies for young adults and families, through education/awareness of GDL and impaired driving, and media campaigns related to young driver safety.

Data Justification

From the 2023 local Healthy Kids Colorado Survey (HKCS) for the Eagle River Valley, 10.2% of high school youth reported driving after drinking alcohol in the past 30 days, 9.5% reported driving after using marijuana in the past 30 days, and 44.3% reported driving while using their phone. In comparison with statewide HKCS results, 6.5% of high school youth across Colorado reported driving after drinking alcohol, 6.7% after using marijuana, and 33.4% while using their phone. In Eagle County for drivers aged 15-34, the rate of suspected alcohol crashes per population in 2023 was 364, compared with 212.61 across Colorado.

Countermeasure Strategy

School and Community-Based Programs

Evaluation Measure(s)

Number of meetings, training and program attendees, retrospective post surveys responses, media campaign impressions, number of events and riders, number of law enforcement efforts, number of community survey respondents, number of reports produced, number of youth advisors

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	TSP	\$167,844.57	\$167,844.57

Task Number 26-03-06
Program Name Denver Culture of Safety Education (DCSE Program)
Contractor City and County of Denver (DOTI)

Overview of Project

The Denver Department of Transportation and Infrastructure (DOTI)'s Denver Culture of Safety Education (DCSE) program aims to reduce traffic fatalities, injuries, and crashes in the Denver region through child passenger safety education and resources to families and caregivers, youth-led driver and multimodal education and safety and building a Vision Zero Culture of Safety through engagement, education, and safety interventions.

Data Justification

Traffic-related fatalities in Denver increased by 116% between 2010 and 2020. Contributing factors include a lack of appropriate restraint use (about 50%) and speeding (38%). Vulnerable road users (people walking, rolling, biking, scooting, and motorcycling) and young folks under the age of 24 are more likely to be involved in fatalities, 54% and 23%, respectively.

Countermeasure Strategy

School and Community-Based Program

Evaluation Measure(s)

DCSE will use consistent evaluation measures to track and assess program effectiveness and document successful activities. Evaluation will include metrics about engagement (number of individuals reached and number of events), program effectiveness, and program impact through policy, environmental, and systems changes.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	CP	\$378,999.95	\$378,999.95

Task Number 26-03-07

Program Name Traffic Safety, Data Analysis, Community Engagement, and Strategic Planning Project

Contractor Colorado Department of Public Health

Overview of Project

The Colorado Department of Public Health and Environment (CDPHE) will work with traffic safety partners throughout Colorado (including other state agencies, municipal planning organizations, local public health agencies, community based organizations, etc.) to support traffic safety initiatives through three primary strategies: 1) statistical data analysis and interpretation; 2) cross-sector collaboration on state-level traffic safety initiatives; and 3) community outreach, engagement, and capacity building.

Data Justification

According to the CDOT 2024 Problem Identification Report, the total number of motor vehicle fatalities increased from 691 deaths in 2021 to 764 deaths in 2022, an 11% increase. In 2022, 291 (38% of all fatalities) involved speeding, up from 202 (29% of all fatalities) in 2021. From 2021 to 2022, speeding-related fatalities increased by 31%. The five counties with the most speeding-related fatalities were Adams (36), El Paso (25), Denver (24), Arapahoe (22), and Pueblo (22).

Countermeasure Strategy

School and Community-Based Programs

Evaluation Measure(s)

Number of times data dashboard is used, number of coalition and task force meetings, number of stakeholder connections, number of statewide resources developed

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	CP	\$455,728.46	\$455,728.46

Task Number 26-03-08

Program Name LEL Birk

Contractor NELE Consulting

Overview of Project

The Highway Safety Office (HSO) designates four Regional Law Enforcement Liaisons (LEL). The Regional LELs will encourage partnership and stakeholder engagement within state and

local organizations to promote highway safety. The LELs will also promote Highway Safety Office programs, including impaired driving, occupant protection, speed, distracted driving, pedestrian safety, and motorcycle awareness. LELs will also encourage participation in high-visibility impaired driving enforcement programs, disseminate high-visibility applications to prioritized agencies, provide technical assistance and support to agencies throughout the application process, and review applications for accuracy, data, and the need for funding.

Data Justification

Alcohol-impaired driving in Colorado has been increasing since 2019, accounting for around one-third of traffic fatalities. An alcohol-impaired driver was involved in 260 fatalities in 2022, up from 214 in 2021, an 18% increase. Unrestrained vehicle occupants typically make up around 50% of all occupant motor vehicle fatalities. This number increased from 231 in 2021 to 241 in 2022, a 4% increase.

Countermeasure Strategy

School and Community-Based Programs

Evaluation Measure(s)

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

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	PT	\$50,332.52	N/A

Task Number 26-03-09
Program Name LEL Hunt
Contractor Hunt Safety Solutions

Overview of Project

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

Data Justification

Alcohol-impaired driving in Colorado has been increasing since 2019, accounting for around one-third of traffic fatalities. An alcohol-impaired driver was involved in 260 fatalities in 2022, up from 214 in 2021, an 18% increase. Unrestrained vehicle occupants typically make up around 50% of all occupant motor vehicle fatalities. This number increased from 231 in 2021 to 241 in 2022, a 4% increase.

Countermeasure Strategy

Sustained Enforcement

Evaluation Measure(s)

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

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	PT	\$49,855.20	Not Applicable

Task Number 26-03-10
Program Name LEL Brannan
Contractor Brannan, LLC.

Overview of Project

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

Data Justification

Alcohol-impaired driving in Colorado has been increasing since 2019, accounting for around one-third of traffic fatalities. An alcohol-impaired driver was involved in 260 fatalities in 2022, up from 214 in 2021, an 18% increase. Unrestrained vehicle occupants typically make up around 50% of all occupant motor vehicle fatalities. This number increased from 231 in 2021 to 241 in 2022, a 4% increase.

Countermeasure Strategy

Sustained Enforcement

Evaluation Measure(s)

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

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	PT	\$87,680.00	Not Applicable

Task Number 26-03-11
Program Name MADD Colorado Court Monitoring
Contractor MADD

Overview of Project

MADD Colorado's Court Monitoring Program falls within the emphasis area of Community Traffic Safety and seeks to address the increase in impaired driving-related fatalities in Colorado.

Data Justification

According to the most recent Colorado FARS report, the state experienced an increase in suspected impairment fatalities in 2021, totaling 255, a 19% increase from 2017. Additionally,

data from 2022 shows the number of suspected impaired driving fatalities in Colorado reached 286, a 62% increase from 2019. In 2023, that number decreased to 227 suspected impaired driving fatalities, representing 68% of all vehicular crash fatalities. The number of crash fatalities continued to decline in 2024 to 214 fatalities.

Countermeasure Strategy

Training and Judicial Support

Evaluation Measure(s)

MADD staff will collect anecdotal data from program participants and associated stakeholders. Pre-and post-surveys will be conducted as part of the initial orientation, stakeholder training, and at the completion of the program.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405d	M5OT	\$256,090.40	Not Applicable

Task Number 26-03-13

Program Name Gunnison County Substance Abuse Prevention

Contractor Gunnison County

Overview of Project

The Gunnison County Substance Abuse Prevention Project (GCSAPP) will address impaired and distracted driving behaviors through community and youth-focused education, specifically on Colorado's Graduated Driver's License (GDL) laws and capacity-building for ordinances that decrease underage consumption of alcohol and marijuana.

Data Justification

According to 2023 Healthy Kids Colorado Survey data, 17.9% of Gunnison County high school students binge drank in the past 30 days, and 14.4% used marijuana in 2023. Of the 17.9% who binge drank, 24.7% drove a car after drinking.

Countermeasure Strategy

School and Community-Based Programs

Evaluation Measure(s)

Number of youths who complete the GDL course, number of stakeholder presentations, number of youths attending coalition meetings and activities, number of youth events on high-risk nights, type of event, and attendance, frequency, and type of media posts, Healthy Kids Survey.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	CP	\$144,544.40	\$144,544.40

Task Number 26-03-14

Program Name 2026 Traffic Safety Summit

Contractor Highway Safety Office

Overview of Project

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

Countermeasure Strategy

Program Management

Measure(s)

Number of attendees

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	CP	\$125,000	Not Applicable

Task Number 26-03-16
Program Name Traffic Safety Event Marketing
Contractor Alliance Highway Safety

Overview of Project

Alliance Highway Safety will provide traffic safety education through targeted outreach at state tournaments, motorcycle rallies, fairs, motorsports, and rodeo events.

Data Justification

In 2024, Colorado experienced 688 traffic fatalities, a decrease from 720 in 2023. Of these 688 fatalities, 474 involved suspected impairment, and 198 individuals were not wearing a seatbelt.

Countermeasure Strategy

School and Community-Based Programs

Evaluation Measure(s)

Evaluation will be conducted through on-site attendee surveys measuring changes in awareness and attitudes regarding key safety issues, alongside tracking engagement metrics, such as impressions and interactions during each outreach event. Number of quarterly and annual reports that will summarize these findings, providing evidence of the project's effectiveness.

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

Task Number 26-03-17
Program Name Colorado Families Acting for Community Traffic Safety (FACTS)
Contractor Family, Career and Community Leaders of America (FCCLA)

Overview of Project

Colorado FCCLA aims to increase traffic safety and awareness among youth through offering training, resources, and peer-to-peer education to teen drivers that will reduce crashes and increase communication between state agencies and Colorado communities.

Data Justification

Colorado has seen a 35% rise in crash-related emergency visits among youth aged 11–20 from 2020 to 2023, with counties like Denver, Adams, and El Paso reporting the highest fatality rates. Between 2021 and 2023, Colorado traffic fatalities involving young drivers ages 20 and younger increased by 20%; 2023 had the highest number with 119 fatalities.

Countermeasure Strategy

School and Community-Based Programs

Evaluation Measure(s)

Number of programs delivered, number of students engaged, pre and post survey results.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	TSP	\$132,175.94	N/A

Task Number 26-03-18

Program Name Traffic Safety Champion

Contractor Pikes Peak Area Council of Governments (PPACG)

Overview of Project

PPACG will increase coordination and collaboration of traffic safety education efforts in El Paso, Teller, and Park counties. This includes collaboration with Drive Smart Colorado, its Board of Directors, and the Drive Smart Colorado Traffic Safety Coalition; interactive youth-based activities throughout the region; and traffic safety media campaigns.

Data Justification

Between 2019 and 2023, there have been more than 56,000 crashes in the Pikes Peak region, including 407 fatal crashes and 1,764 serious injury crashes. The number of fatal crash rates increased from 68 to 90 in 2020 and decreased slightly in the following years. Serious injury crashes are up 57% from 2019 to 2023. Law enforcement identified age/driving ability as factors in 471 total crashes between 2019 and 2023.

Countermeasure Strategy

School and Community-Based Programs

Evaluation Measure(s)

Number of meetings held, number of organizations coordinating with, number of youth engaged, number of materials printed, number of views for media campaigns

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	CP	\$181,028.48	\$181,028.48

Task Number 26-03-19

Program Name Fitness to Drive Initiative

Contractor Health Promotion Partners, LLC DBA Fitness to Drive

Overview of Project

Fitness to Drive is a private company that provides occupational therapy (OT) driver rehabilitation services to youth, adults, and older adults in Colorado, primarily along the Front Range. The Fitness to Drive Initiative will serve two populations of vulnerable drivers: neurodivergent youth and older adults, with the goal of reducing fatalities and serious injuries among these communities.

Data Justification

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. In 2022, there were 115 fatalities among people aged 65 and up, and there were 144 fatalities

among people between the ages of 16 and 24. Colorado counties with the highest fatalities in 2022 were Pueblo and Weld Counties, and 9 of the 10 counties with the highest fatalities were along the Front Range (Colorado Problem ID Report 2024).

Countermeasure Strategy

School and Community-Based Programs

Evaluation Measure(s)

Number of attendees and participants at community and professional events, surveys of knowledge gained from programs, number of OT student experiences shadowing a driving evaluation, surveys of OT students, number of Older Driver Guides delivered, feedback from Guide Surveys, number of workshops, and qualitative data from pilot programs for neurodivergent youth.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	CP	\$80,701.98	N/A

Task Number 26-03-20

Program Name San Luis Valley P.R.O.M. (Prevention, Raising Awareness, Oath, Maintain the Community Safe)

Contractor County of Alamosa

Overview of Project

The purpose of the San Luis Valley Prevention, Raising Awareness, Oath, Maintaining Community Safety (SLV P.R.O.M.) is to reduce fatal crashes involving young drivers in the San Luis Valley through school-based education and awareness activities focused on seatbelt use, distracted driving, and impaired driving prevention.

Data Justification

The number of crashes per year in Alamosa County have held steady between 2023 and 2024, with only a slight decrease (from 346 to 330). In 2024, there were 188 serious crashes in Alamosa involving young drivers ages 13 to 24, 2 of which were impairment-related.

Countermeasure Strategy

School and Community-Based Programs

Evaluation Measure(s)

Number of events held and/or educational presentations given, number of students engaged, number of activities completed, number of surveys provided, and results of those surveys

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	TSP	\$163,210.94	\$163,210.94

Task Number 26-03-21
Program Name The Older Wiser Project
Contractor Native American Broadcasting Company (NABC)

Overview of Project

The Older Wiser Project offers public service awareness campaigns targeting adults 65 and older, along with their families and caregivers, to help them access information on safe driving and reduce traffic fatalities caused by older drivers.

Data Justification

In 2024, 82 drivers who were 65 and older were at fault for fatal crashes.

Countermeasure Strategy

School and Community-Based Programs

Evaluation Measure(s)

Number of website visits, number of impressions delivered by media campaigns, including the in-kind match provided by media partners.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	OD	\$83,197.90	N/A

Task Number 26-03-22
Program Name Coalition on Responsible Driving (CORD)
Contractor Onward, School Community Youth Collaborative (SCYC)

Overview of Project

The School Community Youth Collaborative (SCYC), a local non-profit, and the Coalition on Responsible Driving (CORD) will work to reduce alcohol-related crashes and fatalities in Montezuma, Dolores, and La Plata counties. CORD will achieve this by offering positive activities for youth, launching a communications campaign to raise awareness about the dangers of impaired and distracted driving, improving access to alternative transportation, providing driver's education to youth, and educating them on seat belt and car seat safety.

Data Justification

Between 2022 and 2023, Montezuma crashes increased 22%; Dolores increased 4%; and La Plata increased 22%. Between 2020-2023, the three counties had 23 fatalities involving an impaired driver. Between 2022-2024, the three counties had 28 unrestrained fatalities. Montezuma in particular ranks among the highest medium-sized Colorado counties for fatality rates, with 30 deaths per 100,000 people.

Countermeasure Strategy

School and Community-Based Programs

Evaluation Measure(s)

Number of pro-social activities implemented; number of alternative transportation options provided, number of educational events conducted, number of driver education class completions.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	CP	\$212,112.00	\$212,112.00

Task Number 26-03-23
Program Name LEL Potter
Contractor Crankset Research and Consulting, LLC.

Overview of Project

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

Data Justification

Alcohol-impaired driving in Colorado has been increasing since 2019, accounting for around one-third of traffic fatalities. An alcohol-impaired driver was involved in 260 fatalities in 2022, up from 214 in 2021, an 18% increase. Unrestrained vehicle occupants typically make up around 50% of all occupant motor vehicle fatalities. This number increased from 231 in 2021 to 241 in 2022, a 4% increase.

Countermeasure Strategy

Sustained Enforcement

Evaluation Measure(s)

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

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

Task Number 26-03-24
Program Name Colorado State Patrol Preventing Roadside Deaths- Move Over
Contractor Colorado State Patrol (CSP)

Overview of Project

Lack of awareness and understanding of the Slow Down, Move Over law is a major contributor to the fatalities caused by vehicles on Colorado's roadways. CSP will address the roadside hazards associated with motorists failing to know and practice the Slow Down, Move Over law by educating the public through a safety media campaign, including social media, press releases, radio PSAs, and television business ads.

Data Justification

In 2024, the Colorado State Patrol experienced 11 struck-by incidents (zero line-of-duty deaths). Data also shows construction/work zone fatalities in the State significantly increased from 16 in 2023 to 31 in 2024, a 94% jump.

Countermeasure Strategy

Communication Campaign

Evaluation Measure(s)

Number of media materials distributed, earned media coverage, social media activity, increases in safety awareness among drivers, and fewer CSP struck-by incidents

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405h	M12BPE	\$101,000	N/A

Task Number 26-03-25

Program Name Traffic Safety Coordinate/Grand Valley

Contractor Mesa County

Overview of Project

To build on the momentum of the Mesa County Safety Action Plan, the Mesa County Regional Transportation Planning Office is appointing a dedicated Safety Coordinator to lead its implementation. This role will focus on educational campaigns, data-driven analysis, and strengthening partnerships with local and state entities. By providing focused leadership and added capacity, the Safety Coordinator will help reduce traffic-related deaths and serious injuries and foster a lasting culture of safety in Mesa County.

Data Justification

Between 2016 and 2022, 117 people lost their lives on Mesa County roadways, and 475 people were seriously injured. During this period, Mesa County had the fourth-highest traffic fatality rate in Colorado (of the counties in Colorado with a population above 100,000).

Countermeasure Strategy

School and Community-Based Programs

Evaluation Measure(s)

Crash trend analysis, community feedback, and post-event surveys for the Western Colorado Traffic Safety Symposium and Cycle Safety Fest.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	CP	\$100,000	N/A

FY26 Traffic Records Program Update

The Colorado Traffic Records System continues to make improvements; however, more work remains. The State Traffic Records Advisory Committee (STRAC), through its annual traffic records strategic planning process, crafted a series of program goals to guide the state's future data improvement efforts. Goals include improving traffic records data for use in decision-making, facilitating and collaborating on traffic records initiatives statewide, and reducing barriers to electronic data transfers, data quality, linkage, and integration processes. Continuous improvement in the completeness, quality, accessibility, and integration of Colorado's traffic records data is key to effective safety-related policy and resource decisions.

Project Overviews

The HSO distributes funding for all traffic records projects and strategies based on ability to improve the traffic records system.

Task Number 26-04-01
Program Name Traffic Records Coordinator
Contractor CDOT Highway Safety Office

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 with the Statewide Traffic Records Advisory Committee (STRAC). The TRC serves as a professional specialist with advanced knowledge of traffic safety data systems and can work independently in assisting with the development of the statewide Traffic Records (TR) program area of the Strategic Transportation Safety Plan (STSP) and the Traffic Records Strategic Plan.

Data Justification

Mandatory NHTSA requirement to receive 405C funding.

Countermeasure Strategy

Comprehensive TR Improvement Initiatives

Evaluation Measure(s)

Complete all documentation of meetings or discussions related to STRAC, complete the STRAC annual report, provide STRAC strategic plan updates, update the TC section of the Highway Safety Plan

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405C Promised Project	B3TRP	\$349,080	N/A

Task Number 26-04-02
Project Name Technology Transfer
Contractor CDOT Highway Safety Office

Overview of Project

This project is to fund the attendance of seven core Statewide Traffic Records Advisory Committee (STRAC) Members (to be determined based on priority) to attend the International Traffic Records Conference.

Data Justification

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.

Countermeasure Strategy

Comprehensive TR Improvement Initiatives

Evaluation Measure(s)

Complete attendance by 7 key members of STRAC

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405C	B3SP	\$25,000	N/A

Task Number 26-04-03
Project Name FARS Program Support
Contractor Traffic and Safety Engineering Branch

Overview of Project

This project enables Colorado to measure overall highway safety, identify traffic safety issues, and suggest solutions to address crash-related fatalities. It will also provide an objective basis for evaluating the effectiveness of motor vehicle safety standards and highway safety programs.

Data Justification

This provides supplemental funding in addition to the NHTSA FARS Cooperative Agreement (693JJ92250140) to compensate CDOT for a full-time FARS Analyst's salary and benefits as well as travel expenses for annual FARS System-Wide Training for both the FARS Analyst and the FARS Backup Analyst.

Countermeasure Strategy

Comprehensive TR Improvement Initiatives

Evaluation Measure(s)

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

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405C	B3TRP	\$30,000	N/A

Task Number 26-04-04
Program Name BESDT Phase III
Contractor Traffic and Safety Engineering Branch

Overview of Project

The BESDT project will develop a single source for small to medium-sized agencies to report crashes to the Colorado Department of Revenue (DOR) using a free electronic system. BESDT will increase data accuracy, completeness, and timeliness.

Data Justification

In the past 3 years, CDOT contractors have added data to approximately 20% for DOR data related to crash records and have corrected around 75% of the records from the nearly 100,000 crash data reports received from all reporting agencies.

Countermeasure Strategy

Comprehensive TR Improvement Initiatives

Evaluation Measure(s)

Number of records submitted through BESDT compared to other systems, number of records that were submitted timely, accurately, and completely

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405C	B3SA	\$211,600	N/A

Task Number	26-04-06
Program Name	CO Statewide EMS and Hospital Data Linkage
Contractor	Colorado Department of Public Health and Environment

Overview of Project

This project aims to create a statewide, linked data repository that follows patients through their entire episode of care from crash to post-acute. This will help identify which EMS practices lead to the best outcomes and improve data integration for broader traffic safety analysis.

Data Justification

While EMS data currently captures initial care, hospital outcome data exists in separate, unlinked systems. Current efforts to connect these data are limited and localized.

Countermeasure Strategy

Comprehensive TR Improvement Initiatives

Evaluation Measure(s)

The percentage of transported emergency response records in the EMS file that are linked to hospital outcome file, which will be measured using the Colorado EMS Data Repository with the following criteria: Only EMS ePCR records where the type of service requested contains an emergency response and the patient transport disposition includes patients transported by the EMS unit of record will be included in the denominator. EPCR records that meet the above criteria and contain outcome data as defined by NEMSIS (eOutcome.01, eOutcome.02, eOutcome.10, eOutcome.13 or eOutcome.16) complete will qualify for inclusion criteria of the numerator.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405C	B3DSA	\$485,000	N/A

FY25 Occupant Protection and Child Passenger Safety Program Update

In Colorado in 2024, preliminary data indicate there were 688 traffic fatalities. Of those fatalities, 169 involved an unrestrained occupant, and the 2024 seat belt survey estimated usage is 88.2%.

Child passenger safety (CPS) inspection stations give parents and caregivers assistance from certified technicians on the proper fit of a child passenger restraint system. Certified CPS technicians and instructors provide information to the traveling public about proper seating positions for children in air bag-equipped motor vehicles, the importance of using restraints, and instruction on the proper use of child restraint systems. High visibility enforcement (HVE) of unrestrained vehicle occupants is an effective countermeasure to reduce the incidence of unrestrained fatalities. These strategies are part of a comprehensive, evidence-based effort to improve occupant protection statewide to reduce the prevalence of unrestrained injuries and fatalities.

Project Overviews

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

Task Number 26-05-01
Program Name Colorado State Patrol Child Passenger Safety
Contractor Colorado State Patrol (CSP)

Overview of Project

CSP will provide short-term high-visibility child passenger safety law enforcement, education, and outreach to increase child restraint and booster seat use, as well as support and provide resources for certified technicians and inspection stations. CSP education and outreach will include car seat technician certification and recertification.

Data Justification

The National Highway Traffic Safety Administration (NHTSA) reports that child restraints reduce fatalities by 71% for infants and by 54% for toddlers in passenger cars. State data from 2023-2024 revealed about a 75% car seat misuse rate in Colorado; between 2018 and 2022, 36 children under the age of 8 lost their lives in passenger vehicle crashes within the state. The Colorado Department of Transportation's 2022 Problem Identification Dashboard shows that unrestrained children aged 14 and younger fatalities have increased between 2021-2024.

Countermeasure Strategy

Child Restraint System Inspection Station(s)

Evaluation Measure(s)

Technician recertification rates, number of certification/recertification classes, total number of events, including car seat checks, and enforcement activity

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405b	M2TR	\$422,492.78	N/A

Task Number 26-05-03
Program Name Occupant Protection Tech Transfer
Contractor Highway Safety Office

Overview of Project

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

Countermeasure Strategy

School and Community Based Programs

Evaluation Measure(s)

Number of people trained

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

Task Number 26-05-04
Program Name Click It or Ticket
Contractor Statewide Local Law Enforcement Agencies

Overview of Project

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

Data Justification

Lower-than-average seat belt use rates and high unbelted occupant fatality rates continue to be a challenge throughout Colorado. The statewide average seat belt compliance rate has improved slightly from 87% in 2022 to 88.2% in 2024. The Statewide seat belt usage rate is still below the national average.

Countermeasure Strategy

Sustained enforcement

Evaluation Measure(s)

Number of citations issued, number of educational contacts.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	OP	\$400,000.00	\$400,000.00

Task Number 26-05-05
Program Name 2026 Seatbelt Survey
Contractor Atelior, LLC.

Overview of Project

The proposed project is a statewide seat belt usage study to determine the usage rate of seat belt throughout the state.

Data Justification

Seatbelt usage in 2024 in Colorado was 88.2% per the seatbelt survey and there were 169 unrestrained passenger fatalities.

Countermeasure Strategy

Program Support

Evaluation Measure(s)

Complete Colorado Statewide Seatbelt Survey report to CDOT and NHTSA, providing feedback on the quality, completeness, and accuracy of the findings in the report. Number of locations where the seatbelt survey was completed, number of observed vehicles counted

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	OP	\$287,979.98	N/A

Task Number 26-05-06
Program Name Traffic Safety Recognition Events
Contractor Highway Safety Office

Overview of Project

Two regional recognition events will be hosted in 2026. These recognition events will recognize law enforcement officers for their dedication and commitment to enforcing impaired driving laws in the State. These events will also include an educational element related to impaired driving enforcement. Funds will be used for expenses related to the venue, plaques, and associated travel for external partners.

Countermeasure Strategy

Program Management

Evaluation Measure(s)

Number of events, number of officers recognized.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	PT	\$85,000.00	N/A

FY26 Communications Program Update

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

Communications activities that address these areas include:

- Development and implementation of ongoing media and public relations campaigns for high-visibility seat belt enforcement.
- Development and implementation of targeted and relevant seat belt campaigns and initiatives in low-belt-use and high-unrestrained-fatality counties
- Development and distribution of news releases.
- Development of materials for Hispanic audiences and Spanish language media channels.
- Execution of media events and special events, which are culturally relevant and linguistically appropriate for minority audiences.
- A campaign that uses social media to remind teens of Colorado GDL laws, including primary enforcement of seat belts.
- A campaign aimed at parents to ensure safe use of car seats for all stages in a child's development.
- Leveraging the power of social media, including peer influencers, to increase awareness and spark conversation.

- Leveraging new ways to digitally target audiences online through geo-fencing and other advanced methods.
- Development and production of collateral materials, including brochures, fact sheets, posters, flyers, print ads, radio spots, and videos.
- Evaluation of campaign elements, including developing a methodology for evaluating increases in public awareness.

Project Overviews

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

Task Number	26-08-01
Program Name	High-Visibility DUI Enforcement - PR/Evaluation
Contractor	CIG, Corona Insights

Overview of Project

CIG, a full-service public relations agency based in Denver, will develop and implement the public outreach strategy for the high-visibility "The Heat Is On" enforcement campaign. Associated activities include developing creative materials, managing stakeholder relations, drafting press releases, coordinating event logistics, outreach to the news media, conducting research, and implementing strategic communications. The target geography will be statewide, with special emphasis on areas with higher numbers of deaths that involve impaired drivers. The target audience will be young males 21–34 years old, who are the demographic most at risk of driving impaired.

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

Data Justification

According to data from the Colorado Department of Transportation, in 2024, there were 214 motor vehicle deaths involving an impaired driver. From 2022 to 2024, there was a decrease in impaired driving fatalities by 25%. There were 688 lives lost on Colorado roads in 2024. Nearly 31% of those deaths involved an impaired driver.

Countermeasure Strategy

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.

Evaluation Measure(s)

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

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405d	B5PEM	\$275,000	N/A

Task Number 26-08-02
Program Name High-Visibility DUI Enforcement – Paid Media
Contractor Vladimir Jones

Overview of Project

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

Data Justification

According to data from the Colorado Department of Transportation, in 2024, there were 214 motor vehicle deaths involving an impaired driver. From 2022 to 2024, there was a decrease in impaired driving fatalities by 25%. There were 688 lives lost on Colorado roads in 2024. Nearly 31% of those deaths involved an impaired driver.

Countermeasure Strategy

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.

Evaluation Measure(s)

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

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405d	B5PEM	\$500,000	N/A

Task Number 26-08-03
Program Name High-Visibility DUI Enforcement – Latino and Paid Media
Contractor Hispanidad

Overview of Project

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

Data Justification

According to data from the Colorado Department of Transportation, in 2024, there were 214 motor vehicle deaths involving an impaired driver. From 2022 to 2024, there was a decrease in

impaired driving fatalities by 25%. There were 688 lives lost on Colorado roads in 2024. Nearly 31% of those deaths involved an impaired driver. Hispanic males are at an increased risk of impaired driving.

Countermeasure Strategy

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.

Evaluation Measure(s)

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

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405d	B5PEM	\$200,000	N/A

Task Number	26-08-04
Program Name	Motorcycle Safety - Rider
Contractor	Vladimir Jones, CIG

Overview of Project

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

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

Data Justification

According to the Colorado Department of Transportation, there were 165 motorcyclist fatalities in 2024, a 22% increase from 2023. Those 165 motorcyclists represented 24% of the state's total traffic fatalities. Only about 3% of the state's vehicle registrations are motorcycles. Common factors in crashes involves riders not wearing helmets, going too fast or riding impaired.

Countermeasure Strategy

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.

Evaluation Measure(s)

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

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	MC	\$150,000	N/A

Task Number 26-08-04
Program Name Motorcycle Safety - Driver
Contractor Vladimir Jones, CIG

Overview of Project

Vladimir Jones, an advertising agency based in Colorado Springs, will conduct a mass media campaign to educate drivers to use caution near motorcyclists. This project will help educate drivers on precautions to avoid collisions with motorcycles and increase general awareness of the importance of watching for motorcycles on the road. This work will include a paid media buy, media strategy, research, and online analytics as part of the statewide campaign. Areas will be targeted where most motorcycle deaths occur. Media placement will target where drivers most often obtain information.

CIG, a full-service public relations agency in Denver, will employ outreach tactics to garner earned media attention for the issue of motorcycle safety. Associated activities may include developing creative materials, managing stakeholder relations, crafting press releases, coordinating event logistics, reaching out to the news media, conducting research, and implementing strategic communications.

Data Justification

According to the Colorado Department of Transportation, there were 165 motorcyclist fatalities in 2024, a 22% increase from 2023. Those 165 motorcyclists represented 24% of the state's total traffic fatalities. Only about 3% of the state's vehicle registrations are motorcycles. A common crash involves inattentive drivers turning left in front of an oncoming motorcycle. Motorcycles can also get overlooked in the blind spot of a passenger vehicle, which can lead to a crash.

Countermeasure Strategy

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

Evaluation Measure(s)

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

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405f	M11MA	\$115,000	N/A

Task Number 26-08-05
Program Name CIOT Seat Belts - PR/Evaluation Plus Rural
Contractor CIG, Corona Insights, Vladimir Jones

Overview of Project

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

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

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

Data Justification

According to the Colorado Department of Transportation 2024 Problem Identification Report, passenger vehicle occupant fatalities without restraint decreased by 8% from 2022 to 2023. The seat belt use rate of Colorado is at 88% which is below the national use average of almost 92%. In 2024 there were 188 traffic deaths in Colorado in which people were not buckled up.

Countermeasure Strategy

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.

Evaluation Measure(s)

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

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405b	M2HVE	\$181,000	N/A

Task Number 26-08-06
Program Name CIOT Seat Belts – Paid Media
Contractor Vladimir Jones

Overview of Project

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

Data Justification

According to the Colorado Department of Transportation 2024 Problem Identification Report, passenger vehicle occupant fatalities without restraint decreased by 8% from 2022 to 2023. The seat belt use rate of Colorado is at 88% which is below the national use average of almost 92%. In 2024 there were 188 traffic deaths in Colorado in which people were not buckled up.

Countermeasure Strategy

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.

Evaluation Measure(s)

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

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405b	M2HVE	\$310,000	N/A

Task Number 26-08-07
Program Name Hispanic Occupant Protection
Contractor Hispanidad

Overview of Project

Hispanidad, a marketing agency based in Denver, will target Spanish-speaking individuals in Colorado with a culturally and linguistically relevant seat belt awareness campaign. The focus will be on Hispanic males 21-54, who tend to be most at risk for not buckling up. This project will focus on Hispanic males 21-54 to remind this segment of the importance of proper occupant protection for everyone in a vehicle, especially during the Click it or Ticket statewide May Mobilization enforcement period. Messages will be designed for mass media and public relations campaigns to remind this audience of the importance of buckling up. Associated activities include press releases, media events, stakeholder engagement, news media partnerships, and creative concepting.

Data Justification

According to the Colorado Department of Transportation's 2024 Problem Identification Report, passenger vehicle occupant fatalities without restraint decreased by 8% from 2022 to 2023. The seat belt use rate in Colorado is 88%, which is below the national average of almost 92%. In 2024, there were 188 traffic deaths in Colorado in which people were not buckled up.

Countermeasure Strategy

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.

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 related to seat belts.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	PM	\$160,000	N/A

Task Number	26-08-08
Program Name	GDL and Teen Driving
Contractor	CIG and Vladimir Jones

Overview of Project

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

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

Data Justification

According to Colorado Fatal Crash Data, 88 drivers aged 20 or younger were killed in crashes in 2024. This number has risen 63% in the past decade. Teen drivers are three times more likely to be in a fatal crash than other drivers. Individuals ages 15-20 made up about 8% of the total population of Colorado but represent 9% of all drivers involved in fatal crashes. Over the past 22 years, GDL laws have contributed to a near 50% reduction in traffic fatalities involving young drivers.

Countermeasure Strategy

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.

Evaluation Measure(s)

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

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	PM	\$110,000	N/A

Task Number	26-08-09
Program Name	Child Passenger Safety
Contractor	CIG, Vladimir Jones

Overview of Project

Vladimir Jones, an advertising agency based in Colorado Springs, will conduct a mass media advertising campaign to raise awareness of child passenger safety, including the proper use of car seats, booster seats, and seat belts. This statewide work will include a paid media buy, media strategy, research, and online analytics as part of the statewide campaign. Parents of young children will be targeted across the state. Media placement will target where parents and caregivers most often obtain information. CIG, a full-service public relations agency in Denver, will employ outreach tactics to garner earned media attention on the issue of child passenger safety. Associated activities may include developing creative materials, managing stakeholder relations, drafting press releases, coordinating event logistics, engaging with the news media, conducting research, and implementing strategic communications.

Data Justification

According to the Colorado Department of Transportation, between 2020 and 2023, in Colorado, 29 children under the age of 9 were killed in passenger vehicle crashes. NHTSA estimates that most children are improperly secured in car seats or are in the incorrect car seat for their age. During the three *Click It or Ticket* seat belt safety enforcement periods in 2024, 243 citations were issued to drivers for having an improperly restrained child. Factors contributing to improperly restrained children included an incorrectly installed car seat, not properly securing the harness or seat belt, and moving a child out of a booster seat too soon.

Countermeasure Strategy

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.

Evaluation Measure(s)

Project evaluation will be based on process and outcome measurements. This will include the amount of materials distributed, earned media coverage, paid media impressions, social media

activity, and /or observed decrease in motor vehicle injuries and fatalities. The outcomes directly address the project's objective.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405b	M2PE	\$75,000	N/A

Task Number 26-08-10
Program Name PR Program Media Support
Contractor CIG, Hispanidad

Overview of Project

CIG, a full-service public relations agency in Denver, and Hispanidad, a marketing agency based in Denver, will support the communications senior staff with tactical program implementation to further maximize the reach and effectiveness of the occupant protection campaign, the impaired driving campaign, and other traffic safety campaigns as needed. Funds will also be used to translate material into Spanish across nine traffic safety campaigns, including paid media, social media, press releases, and earned media. Other activities will include managing materials, assets, and mailings; developing a monthly newsletter; responding to online questions from the public; gathering research; disseminating information; and building relationships with community stakeholders to expand communication reach. Finally, the funds will be used to raise awareness about the dangers of leaving occupants unattended in parked vehicles, including the risk of heatstroke.

Data Justification

Motor vehicle crashes remain a leading cause of death in Colorado. The total number of motor vehicle fatalities increased from 691 deaths in 2021 to 764 deaths in 2022, an 11% increase. Except for 2017 and 2018, Colorado's fatality rate per 100 million VMT has typically been the same or lower than the US, but in 2022, this trend reversed, with an 11% increase in Colorado and a 3% decrease nationally.

Countermeasure Strategy

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

Evaluation Measure(s)

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

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	PM/UNATTD	\$175,000	N/A

Task Number 26-08-11
Program Name Distracted Driving
Contractor CIG, Hispanidad, Vladimir Jones, RR Partners

Overview of Project

CIG, a full-service public relations agency based in Denver, will develop and implement a public outreach strategy to raise awareness about the dangers of distracted driving. Associated activities include developing creative materials, managing stakeholder relations, drafting press releases, coordinating event logistics, outreach to the news media, conducting research, and implementing strategic communications. The target geography will be statewide, with special emphasis on populations that engage in more distracted driving than other demographics.

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

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

Data Justification

According to the 2024 CDOT Problem ID report, a distracted driver is involved in around 7-11% of fatalities. Distracted driving fatalities have remained relatively stable, but due to difficulties in measurement, it is difficult to draw strong conclusions from distracted driving data at this time.

Countermeasure Strategy

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

Evaluation Measure(s)

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

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	PM	\$200,000	N/A

Task Number 26-08-12
Program Name Pedestrian Safety
Contractor CIG, Hispanidad, Vladimir Jones, RR Partners

Overview of Project

CIG, a full-service public relations agency based in Denver, will develop and implement a public outreach strategy to raise awareness about pedestrian safety in Colorado. Outreach will focus on laws that promote pedestrian safety in the state. Associated activities include stakeholder relations, press releases, event logistics, creative material, outreach to the news media,

research, and strategic communications. The target geography will be urban areas across the state where pedestrian crashes tend to be most common.

Hispanidad, a marketing agency based in Denver, will target Spanish-speaking individuals in Colorado with a culturally and linguistically relevant pedestrian safety awareness campaign. Associated activities may include developing creative materials, managing stakeholder relations, drafting press releases, coordinating event logistics, outreach to the news media, providing translation services, conducting research, and implementing strategic communications.

RR Partners, a full-service marketing agency with offices in Salt Lake City, will provide updates to creative assets as needed to effectively communicate Colorado's pedestrian safety laws.

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

Data Justification

According to the CDOT 2024 Problem ID report, in 2022, 108 pedestrians died from a motor vehicle collision, compared to 87 in 2021, a 24% increase. These pedestrian fatalities accounted for 14% of all 764 motor vehicle fatalities in 2022, compared to 13% in 2021. The pedestrian fatality rate in Colorado has steadily increased since 2019.

Countermeasure Strategy

This project adheres to 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 may 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 pedestrian injuries and fatalities.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405g	BGPE	\$375,000	N/A

Task Number	26-08-13
Program Name	Occupant Protection
Contractor	Xuma, Vladimir Jones

Overview of Project

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

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

Data Justification

According to the CDOT 2024 Problem ID report, unrestrained vehicle occupants typically make up around 50% of all occupant motor vehicle fatalities. This number increased from 231 in 2021 to 241 in 2022, a 4% increase.

Countermeasure Strategy

According to NHTSA's Countermeasures That Work, effective high-visibility communications and outreach targeted at low-belt-use groups have been demonstrated to be an effective strategy for increasing seatbelt use and decreasing injuries and fatalities. Additionally, communication and outreach measures targeting children and youth have also been effective.

Evaluation Measure(s)

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

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	PM	\$250,000	N/A

Task Number	26-08-14
Program Name	Speed Communications
Contractor	CIG, Vladimir Jones

Overview of Project

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

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

Data Justification

According to the Colorado Department of Transportation, speeding is a major contributor to traffic deaths and is typically involved in 30-40% of crashes. In 2022, 291 (38% of all) fatalities involved speeding, up from 202 (29% of all) fatalities in 2021. From 2021 to 2022, speeding-related fatalities increased 31%. The five counties with the most speeding-related fatalities were Adams (36), El Paso (25), Denver (24), Arapahoe (22), and Pueblo (22).

Countermeasure Strategy

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.

Evaluation Measure(s)

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

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	PM	\$200,000	N/A

Task Number 26-08-15
Program Name Bicycle Safety Laws
Contractor Amelie, CIG, Vladimir Jones

Overview of Project

Vladimir Jones, an advertising agency based in Colorado Springs, will conduct a mass media campaign on bicycle safety. The campaign will focus on laws that apply to both drivers of vehicles and bicycle riders. This work will include a paid media buy, media strategy, research, and online analytics as part of the statewide campaign. Areas will be targeted where bicycle deaths are most common. Media placement will target where both audiences most often obtain information, such as social media, streaming radio, and out-of-home placements.

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

Amelie, a full-service marketing agency, will provide updates to creative assets as needed to communicate the bicycle safety laws in Colorado.

Data Justification

According to data from the Colorado Department of Transportation, there were 14 bicyclists killed on Colorado roadways in 2024. In Denver County alone, there are over 2400 bicycle crashes every year. Colorado has adopted several new laws in recent years that the public may not be aware of. This includes the 'Safety Stop' for bicyclists and the 'Three Foot' law for motorists. Colorado has a vibrant cycling community, so it is common for motorists to encounter bicyclists on the roadway. A campaign that reminds both drivers and bicyclists of bicycle safety laws will help ensure bicycle safety on Colorado roads.

Countermeasure Strategy

According to NHTSA's Countermeasures That Work, effective strategies to reduce bicycle deaths include education about laws focused on motorists passing bicyclists.

Evaluation Measure(s)

Project evaluation will be based on process and outcome measurements. This will include paid media coverage, earned media coverage, social media activity, increases in safety awareness

among drivers, and /or a decrease in motor vehicle injuries or fatalities. Outcomes will be based on the number of media impressions produced by the campaign.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405g	BGPE	\$215,000	N/A

Task Number 26-08-16
Program Name Distracted Driving Education
Contractor CIG, Hispanidad, Vladimir Jones

Overview of Project

CIG, a full-service public relations agency in Denver, will conduct the public outreach strategy to raise awareness about the new hands-free law that went into effect January 1, 2025, in Colorado. Associated activities include the development of creative material, stakeholder relations, press releases, event logistics, outreach to the news media, research, and strategic communications. The target geography will be statewide, with special emphasis on populations that engage in more distracted driving than other demographics.

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

Vladimir Jones, an advertising agency based in Colorado Springs, will conduct a mass media advertising campaign on the new hands-free law. Activities will include work on a paid media buy, media strategy, media research, and audience analytics.

Data Justification

According to the 2024 CDOT Problem ID report, a distracted driver is involved in around 7-11% of fatalities. Distracted driving fatalities have remained relatively stable, but due to difficulties in measurement, it is difficult to draw strong conclusions from distracted driving data at this time.

Countermeasure Strategy

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.

Evaluation Measure(s)

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

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405e	B8APE	\$275,000	N/A

FY26 Non-Motorized Safety Programs Update

In Colorado in 2024 preliminary data indicates there were 688 traffic fatalities. These fatalities included 120 pedestrians and 14 bicyclists.

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

Project Overviews

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

Task Number 26-09-01
Program Name Aurora PD FY26 Pedestrian Education Campaign
Contractor City of Aurora Police Department

Overview Of Project

The Aurora Police Department (APD) will focus on reducing pedestrian-related crashes through enforcement and education of pedestrian laws.

Data Justification

In 2024, there were 50 fatal crashes in the City of Aurora, 20 involved pedestrians or bicyclists. Forty percent of fatal crashes last year involved vulnerable road users. This number (20) is up slightly from 2023 (17). In 2024, intoxicated pedestrians accounted for 80% of pedestrian fatalities.

Countermeasure Strategy

Pedestrian Enforcement and/or Education

Evaluation Measure(s)

Number of contacts and citations

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405G	BGLE/BGPE	\$77,992.80	N/A

Task Number 26-09-02
Program Name FY26 Multi-Pronged Approach to Addressing Denver Pedestrian
Contractor Denver Police Department (DPD)

Overview of Project

Denver Police Department officers will focus on enforcement and education of pedestrian-related laws.

Data Justifications

In 2022, there were 26 pedestrian fatalities in the City of Denver, compared to 32 in 2023, an 18% increase.

Countermeasure Strategy

Pedestrian Enforcement and/or Education

Evaluation Measure(s)

Number of contacts, number of citations, number of advisement warnings.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405G	BGLE/BGPE	\$83,299.68	N/A

Task Number 26-09-03

Program Name Pedestrian Safety Campaign

Contractor City of Lakewood (LPD)

Overview of Project

Lakewood Police Department (LPD) officers will focus on enforcing and educating the public about pedestrian-related laws.

Countermeasure Strategy

Pedestrian Enforcement and/or Education

Evaluation Measure(s)

The number of citations issued.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405G	BGLE/BGPE	\$81,648.00	N/A

Task Number 26-09-04

Program Name Pedestrian Safety Project

Contractor Wheat Ridge Police Department (WRPD)

Overview of Project

Wheat Ridge Police Department (WRPD) officers will focus on enforcement and education of pedestrian-related laws.

Data Justification

The City of Wheat Ridge had one fatal pedestrian crash in both 2023 and 2024. Serious bodily injury crashes involving pedestrians increased from three to six from 2023 to 2024.

Countermeasure Strategy

Pedestrian Enforcement and/or Education

Evaluation Measure(s)

Number of citations and number of educational contacts.

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405G	BGLE/BGPE	\$74,880.00	N/A

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

Overview of Project

Denver Parks and Recreation will reduce bicycle-related injuries and fatalities through the creation of a multi-generational Bicycle Education Program (BEP) to be delivered across the City of Denver.

Data Justification

Denver County had four bicycle fatalities in 2022, two in 2023, and zero in 2024. There were 52 non-motorist suspected of serious injuries in 2024 in Denver.

Countermeasure Strategy

Pedestrian Enforcement and/or Education

Evaluation Measure(s)

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

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	PS	\$83,102.14	\$83,102.14

FY25 Planning and Administration/Program Support

Task Number 26-12-01
Program Name Program & Administration
Contractor Highway Safety Office

Overview of Project

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

Countermeasure Strategy

Program Management

Funding Source	Eligible Use	Federal Funds	Cash Match
402	PA	\$250,000	\$250,000

Task Number 26-12-02
Program Name Impaired Driving Program Support
Contractor Highway Safety Office

Overview of Project

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

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

Countermeasure Strategy

Program Management

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405d	M5IDC	\$375,000	N/A

Task Number 26-12-03
Program Name Community Traffic Safety/OP Program Support
Contractor Highway Safety Office

Overview of Project

The Highway Safety Office staff will develop, plan, coordinate and provide technical assistance and support for the activities related to Community Traffic Safety.

Countermeasure Strategy

Program Management

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	CP	\$375,000	N/A

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

Overview of Project

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

Countermeasure Strategy

Program Management

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

Task Number 26-12-05
Program Name Media Program Support Impaired Driving
Contractor Highway Safety Office

Overview of Project

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

Countermeasure Strategy

Program Management

Funding Source	Eligible Use	Federal Funds	Local Expenditure
405d	M5PEM	\$95,000	N/A

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

Overview of Project

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

Countermeasure Strategy

Program Management

Funding Source	Eligible Use	Federal Funds	Local Expenditure
402	OP	\$95,000	N/A

FY26 Traffic Safety Initiatives

Task Number 26-12-07
Program Name Traffic Safety Initiatives Support
Contractor Highway Safety Office

Overview of Project

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

Funding Source	Eligible Use	Federal Funds	Cash Match
402	X	\$2,070,614	\$517,654

Task Number 26-12-08
Program Name Occupant Protection Initiatives Support
Contractor Highway Safety Office

Overview of Project

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

Funding Source	Eligible Use	Federal Funds	Cash Match
405b	M2X	\$175,116	\$43,779

Task Number 26-12-09
Program Name Impaired Driving Initiatives Support
Contractor Highway Safety Office

Overview of Project

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

Funding Source	Eligible Use	Federal Funds	Cash Match
405d	M5X	\$2,896,800	\$724,200

Task Number 26-12-10
Program Name Traffic Records Initiatives Support
Contractor Highway Safety Office

Overview of Project

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

Funding Source	Eligible Use	Federal Funds	Cash Match
405c	M3X	\$401,451	\$89,113

Task Number 26-12-11
Program Name 164 Initiatives Support
Contractor Highway Safety Office

Overview of Project

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

Funding Source	Eligible Use	Federal Funds	Cash Match
164AL	UP 164	\$950,000	\$237,500

Task Number 26-12-12
Program Name Non-Motorized Safety Initiatives Support
Contractor Highway Safety Office

Overview of Project

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

Funding Source	Eligible Use	Federal Funds	Cash Match
405e	M8x	\$413,957	\$103,489

Task Number 26-12-13
Program Name 1906 Unprogrammed
Contractor Highway Safety Office

Overview of Project

The Office of Transportation Safety will continue to solicit and review applications for projects throughout the year that support 1906 initiatives throughout the State.

Funding Source	Eligible Use	Federal Funds	Cash Match
1906	F1906x	\$1,501,000	\$375,250

Task Number 26-12-14
Program Name Non-Motorized Unprogrammed
Contractor Highway Safety Office

Overview of Project

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

Funding Source	Eligible Use	Federal Funds	Cash Match
405g	M5X	\$186,221	\$46,555

FY26 Cash Match

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

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

Program Name State Marijuana Cash Tax Fund
Contractor HSO

These funds are dedicated match from the State's Marijuana Cash Tax Fund.

Match \$550,000

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 and interlock review.

Match \$2,100,000

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

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

Match \$1,000,000

Program Name MOST
Contractor Colorado State Patrol

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

Match \$650,000

National Priority Safety Program Grants

Table 2 National Priority Safety Program Grants

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

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

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	2025	2026	210

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 2024 was 88.1%. Preliminary data for 2024 indicate that 169, or 47%, of people who died in an occupant motor vehicle crash were not wearing a seatbelt. Additionally, the statewide seatbelt usage rate is below the national average.

Based on the data analysis, problem identification and the 2024 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 Denver, Jefferson, Montezuma, 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 2024 Colorado Department of Transportation Problem Identification Report.

Associated Performance Measures

Table 3 Occupant Protection Grant 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 47% of the total passenger vehicle occupant fatality number. This strategy is part of a comprehensive, evidence-based effort to reduce the prevalence of impaired driving related injuries and fatalities. It is an evidence-based activity countermeasure as identified in NHTSA's *Countermeasures That Work*.

Linkage Between Program Areas

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

Rationale

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

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

Planned Activity

Occupant Protection HVE

2026 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.

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

In 2025 the HSO will have supported three Statewide high visibility Click It or Ticket seat belt enforcement campaign with participation from 66 local law enforcement agencies and the Colorado State Patrol.

In 2025, the HSO supported a Click It or Ticket event April 7-April 13 and the 2025 May Mobilization. An additional Click It or Ticket event campaign will be held July 21-August 1, 2025. It is anticipated that the agencies participating in the 2024 campaigns, see above, will also participate in the 2026 campaigns.

Local law enforcement data is used to identify agencies for participation in areas that have high unrestrained fatalities and lower seat belt usage rates. Funds support enforcement of occupant protection laws at the local level, including funds for overtime assistance and/or saturation patrols and to help support education efforts in traffic safety. 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 2026, the plan includes soliciting and recruiting law enforcement agencies that participated in the 2025 campaigns to participate in the 2026 Click It or Ticket May Mobilization and additional Click It or Ticket campaigns. The HSO will also utilize the HSO funded, four Law Enforcement Liaisons to solicit and recruit additional agencies to participate in the 2026 CIOT campaigns.

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

Agencies planning to participate in CIOT:

66 Local Law Enforcement Agencies Total

All Colorado State Patrol Troop Offices

Table 4 2025 Click It or Ticket Agencies

Agency Name		
Adams County SO	Firestone PD	Montrose PD
Alamosa PD	Florence PD	New Castle PD
Arvada PD	Fort Collins PD	Ouray Co SO
Aspen PD	Fort Lupton PD	Pagosa Springs PD
Ault PD	Fort Morgan PD	Platteville PD
Blanca PD	Fountain PD	Pueblo SO
Boulder Co SO	Garden City PD	Silverthorne PD
Boulder PD	Golden PD	Sterling PD
Brighton PD	Grand Co SO	Thornton PD
Castle Rock PD	Greeley PD	Timnath PD
Cherry Hills PD	Jeffco SO	Trinidad PD
Commerce City PD	La Plata Co SO	Washington Co SO
Cortez PD	Lafayette PD	Weld Co SO
Dacono PD	Lakewood PD	Westminster PD
Delta Co SO	Larimer Co SO	Wheat Ridge PD
Denver PD	Littleton PD	Windsor PD
Dillon PD	Lochbuie PD	
Douglas County SO	Logan Co SO	
Eagle PD	Lone Tree PD	
Eaton PD	Longmont PD	
Edgewater PD	Loveland PD	
El Paso SO	Manitou Springs PD	
Elizabeth PD	Mesa Co SO	
Englewood PD	Milliken PD	
Firestone PD	Monte Vista PD	

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 2025, the OC supported the Click It or Ticket campaigns through:

- **Paid advertising:** Launched the third year of the Shift into Safe ad campaign, which highlights the dangers of not buckling up from a science-based perspective. People saved by seat belts were also featured in the campaign. The campaign utilized a combination of enforcement and safety messages. The campaign helped maintain high seat belt use rates in the state. Radio, pre-roll video, billboards, and social media were used in the paid media buy to bring the campaign to life. The campaign garnered over 21 million paid media impressions.
- **Rural focus:** The July CIOT enforcement campaign targeted rural areas of Colorado as part of 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 79%. Therefore, the campaign remained hyper-focused on this area for a third consecutive year. Other counties in the state with low seat belt use rates were also targeted. Both enforcement and safety messages were used. Social media channels, VMS, messages, and earned media were used to communicate the information. Over eight million paid media impressions were garnered in the campaign.
- **Earned media:** The OC provided the news media with opportunities to cover seat belt enforcement. Press releases were issued on all three CIOT campaigns. This resulted in extensive media coverage with over 18.8 million earned impressions. It also provided an opportunity to raise awareness of updates to the seat belt law in Colorado for children, which began this year. Data on counties where unbuckled crashes are most likely to happen helped the news media localize the story. These news stories also allowed the OC to talk about other risks, such as not buckling up in the rear seat and the dangers associated with rollover crashes. The OC also provided testimony from victims and law enforcement to help elevate the impact of news stories. It also continued its efforts in low seat belt use counties, such as Jefferson County, to create news hooks for reporters.
- **Partnerships:** The OC leveraged our seat belt safety message by partnering with law enforcement agencies, safety advocates and victims. A toolkit was updated to include new material, including provided them with facts and data, sample social media posts, news articles and graphics. Significant outcomes included a toolkit for stakeholders, a media buy specifically targeting low seat belt use areas, and significant outreach to the news media to generate local stories. The campaign also heightened awareness of the campaign slogan Click It Or Ticket and Shift into Safe.

In 2026, similar support for the three Click It or Ticket enforcement campaigns will be conducted through the OC. This will include a paid media campaign using the Shift into Safe creative assets. It will also include tactics to engage the news media to cover the issue of seat belt safety. Finally, the OC will leverage its awareness efforts by including more partners, such as military bases and hospitals. The CIOT campaign will complement the Occupant Protection

(OP) campaign, which focuses more on education and less on enforcement. The OC will continue to focus on the dangers of not wearing a seat belt in low-speed crashes and in the event of a rollover. The media buys for both the CIOT and OP campaigns will run concurrently. This will help get the seat belt message out to a larger audience over a longer period. A robust public relations campaign will be planned, including press releases announcing the three enforcement periods and a press conference. Community stakeholders will also help spread the message. Victims and survivors of crashes will help elevate the campaign by telling their stories to the news media.

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

Communications activities that address these areas include:

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

Description of the State's Active Network of Child Restraint Inspection Stations

In 2024, Colorado had 98 registered inspection stations throughout the state. The inspection stations are available for caregivers to schedule car seat inspections either by appointment or on a walk-in basis. Many inspection stations also offer virtual appointments. Hours of operation are listed by inspection station and can be found online at www.carseatscolorado.com or <https://www.nhtsa.gov/equipment/car-seats-and-booster-seats#installation-help-inspection>.

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

Countermeasure Strategy	Unique Identifier	Planned Activity Name
Child Restraint System Inspection Station(s)	FY26 CPS	CPS Inspection Stations

Total Number of Planned Inspection Stations and/or Events in the State	Total number of planned inspection stations and/or events in the State serving urban populations	Total number of planned inspection stations and/or events in the State serving rural populations	Total number of planned inspection stations and/or events in the State serving underserved populations
98	50	48	54

Table 5 Participating Agency Information

Agency	Category	Contact Information
Washington County Connections	Both Rural and Underserved	252 W 1st St Akron, CO 80720 Phone: 970-345-2225 Contact: Jamie Baker By appointment only SPANISH-SPEAKING TECHNICIANS
Arvada Fire Protection District Station 1		7900 W 57th Ave Arvada, CO 80002 Phone: 303-424-3012 Contact: Jillian Moore By appointment and drop-in. SPANISH-SPEAKING TECHNICIANS
Arvada Fire Protection District Station 2		12195 W 52nd Avenue Arvada, CO 80033 Phone: 303-424-3012 Contact: Jillian Moore By appointment only. SPANISH-SPEAKING TECHNICIANS
Arvada Fire Protection District Station 3		7300 Kipling St Arvada, CO 80005 Phone: 303-424-3012 Contact: Jillian Moore By appointment and drop-in. SPANISH-SPEAKING TECHNICIANS
Arvada Fire Protection District Station 4		6845 W 68th Ave Arvada, CO 80003 Phone: 303-424-3012 Contact: Jillian Moore By appointment and drop-in. SPANISH-SPEAKING TECHNICIANS
Arvada Fire Protection District Station 5		8100 Vance Dr Arvada, CO 80003 Phone: 303-424-3012 Contact: Jillian Moore By appointment and drop-in. SPANISH-SPEAKING TECHNICIANS

Agency	Category	Contact Information
Arvada Fire Protection District Station 6		6503 Simms St Arvada, CO 80004 Phone: 303-424-3012 Contact: Jillian Moore By appointment and drop-in. SPANISH-SPEAKING TECHNICIANS
Arvada Fire Protection District Station 8		6385 Quaker St Arvada, CO 80403 Phone: 303-424-3012 Contact: Jillian Moore By appointment and drop-in. SPANISH-SPEAKING TECHNICIANS
Red, White and Blue Fire Department	Rural	316 N Main St Breckenridge, CO 80424 Phone: 970-453-2474 Contact: Jackie Pike By appointment only.
SPIN/Fremont County Family Center	Both Rural and Underserved	1339 Elm Ave Canon City, CO 81212 Phone: 719-275-0550 Contact: Sadie Swisher By appointment only. SPANISH-SPEAKING TECHNICIANS
Carbondale Police Department	Both Rural and Underserved	511 Colorado Ave Carbondale, CO 81623 Phone: 970-963-2662 Contact: Anna Ramirez By appointment only. SPANISH-SPEAKING TECHNICIANS
Castle Rock Fire and Rescue Department		300 Perry St Castle Rock, CO 80104 Phone: 303-660-1066 Contact: Jamie Duncan Please call for more information.
American Medical Response		2370 N Powers Blvd Colorado Springs, CO 80915 Phone: 719-597-1277 Contact: Laura McGuire-Kent By appointment only. Special-Needs Certified.
Evans Fire District	Underserved	2100 37th St Evans, CO 80620 Phone: 970-339-3920 Contact: Brian Lee By appointment only.
Poudre Fire Authority		102 Remington St Fort Collins, CO 80524 Phone: 970-416-2891 Contact: Kaitlyn Truelove By appointment only. Online form on website: www.poudre-fire.org
Fort Lupton Fire Department	Both Rural and Underserved	1121 Denver Avenue Fort Lupton, CO 80621 Phone: 303-857-4603 Contact: Chris Cross By appointment only. SPANISH-SPEAKING TECHNICIANS
Colorado State Patrol	Both Rural and Underserved	13360 I 76 Frontage Rd Fort Morgan, CO 80701 Phone: 970-867-6557 Contact: Burl Giffin By appointment only.
Colorado State Patrol	Both Rural and Underserved	617 Raton Avenue La Junta, CO 81050 Phone: 719-384-8981 Contact: Douglas Bremer By appointment only. SPANISH-SPEAKING TECHNICIANS

Agency	Category	Contact Information
Colorado State Patrol	Both Rural and Underserved	310 E Washington St Lamar, CO 81052 Phone: 719-336-7404 Contact: Captain Tonya Billinger By appointment only SPANISH-SPEAKING TECHNICIANS
Columbine Ambulance Service		5893 S Prince Street Littleton, CO 80120 Phone: 303-378-2932 Contact: Vera Fullaway By appointment only. Children with special healthcare needs, please call or email for appointment.
Longmont Fire Department	Underserved	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. No appointment needed for listed times. SPANISH-SPEAKING TECHNICIANS
Louisville Fire Department		895 Via Appia Way Louisville, CO 80027 Phone: 303-666-6595 By appointment only.
Vail Valley Medical Center	Rural	181 West Meadow Drive Vail, CO 81658 Phone: 970-479-7221 Contact: SallyAnn Bluhm By appointment only.
Westminster Fire Rescue		9150 Lowell Blvd Westminster, CO 80031 Phone: 303-658-4500 Contact: Mark Mitch Kubistek By appointment only.
Swedish Medical Center		501 E Hampden Ave Englewood, CO 80113 Phone: (866)-779-3347 Contact: Melanie Wuzzardo By appointment only. Virtual appointments available. https://healthonecares.com/calendar/?facility_coid=27100#/ce-landing-page/search
Fairmount Fire Protection District		4755 Isabell Street Golden, CO 80403 Phone: 720-280-3232 Contact: Wally Stern By appointment only.
Brighton Fire Rescue District	Underserved	500 S 4th Ave 3rd Floor Brighton, CO 80601 Phone: 303-659-4101 Contact: Dawn Blunt By appointment only, please contact carseats@brightonfire.org
Leadville Lake County Fire Rescue	Both Rural and Underserved	816 Harrison Ave Leadville, CO 80461 Phone: 719-486-2990 Contact: Leo Schmitt By appointment only.
Colorado State Patrol		3832 I-25 N Fort Collins, CO 80525 Phone: 970-224-3027 Contact: Lisa Jones By appointment only.
Colorado State Patrol	Rural	20591 US-160 E Durango, CO 81301 Phone: 970-385-1675 Contact: Heather Hamilton By appointment only.

Agency	Category	Contact Information
Colorado State Patrol	Both Rural and Underserved	3110 1st Street Alamosa, CO 81101 Phone: 719-589-2503 Contact: Trooper Adeline Roybal By appointment only.
Snowmass-Wildcat Fire Department	Both Rural and Underserved	5275 Owl Creek Rd Snowmass Village, CO 81615 Phone: 970-340-7040 Contact: Frank Rudecoff 24/7, 365 days a year - Drop in or appointment. Please contact us to make an appointment and visit our website for more information www.swfpd.com
Platte Valley Fire Protection District	Both Rural and Underserved	27128 County Road 53 Kersey, CO 80644 Phone: 970-353-3890 Contact: Kaleb Staley By appointment only.
Tri-County Family Care Center, Inc.	Both Rural and Underserved	512 N Main St Rocky Ford, CO 81067 Phone: 719-254-7776 Contact: Jocelyn Castaneda By appointment or drop in .SPANISH-SPEAKING TECHNICIANS
Colorado State Patrol - HQ		15055 S Golden Rd Golden, CO 80401 Phone: 303-273-1919 Contact: Child Passenger Safety Program Coordinator Angel Giffin By appointment only. SPANISH-SPEAKING TECHNICIANS
Safe Kids Larimer County		1224 Doctors Lane Fort Collins, CO 80524 Phone: 970-495-7508 Contact: Laura Richardson By appointment only. SPANISH-SPEAKING TECHNICIANS
University of Colorado Health EMS		3509 S Mason St Suite 1 Fort Collins, CO 80525 Phone: 970-286-1857 Contact: Gregory Colton By appointment only. Also offer infant and child CPR.
Windsor-Severance Fire Protection District	Rural	100 N 7th St Windsor, CO 80550 Phone: 970-686-2626 Contact: Rebecca Clark Appointment or drop-in.
Yuma County Child Passenger Safety Program	Both Rural and Underserved	110 W 4th Avenue Yuma, CO 80759 Phone: 970-848-5497 Contact: Linda Clark By appointment only.
Castle Rock Fire and Rescue Department		5463 E Sovereign St Castle Rock, CO 80104 Phone: 303-660-1066 Contact: Jamie Duncan Please call for more information.
Castle Rock Fire and Rescue Department		3801 Prairie Hawk Dr Castle Rock, CO 80109 Phone: 303-660-1066 Contact: Jamie Duncan Please call for more information.
Castle Rock Fire and Rescue Department		3833 N Crowfoot Valley Rd Castle Rock, CO 80108 Phone: 303-660-1066 Contact: Jamie Duncan Please call for more information.

Agency	Category	Contact Information
Children's Hospital/Safe Kids Colorado Springs		4125 Briargate Pkwy Children's' Hospital Colorado Springs, CO 80920 Phone: 719-305-7233 Contact: Amanda Abramczyk-Thill By Appointment Only. Special Needs Certified. SPANISH-SPEAKING TECHNICIANS
Fort Carson Fire and Emergency Services	Underserved	6001 Wetzel Ave Building 1805 Colorado Springs, CO 80913 Phone: 719-526-4615 Also: Chad Staggs chad.e.staggs2.civ@mail.mil Appointment needed.
Safe Kids Denver Metro, South Metro Safety Foundation		8871 Maximus Dr SMFR Station 34 Lone Tree, CO 80124 Phone: 303-805-0228 Contact: Kirsten Harbeck Virtual appointments available. Make an appointment: http://www.southmetrofoundation.org/124/Car-Seat-Inspections or by calling 303-805-0228
Southeast Weld Fire Protection District Sation 1	Both Rural and Underserved	65 E Gandy Ave Keenesburg, CO 80643 Phone: 303-732-4203 Contact: Ian Scott Please make an appointment. SPANISH-SPEAKING TECHNICIANS
Arvada Fire Protection District - Station 2		5250 Oak St Arvada, CO 80002 Phone: 303-424-3012 Contact: Jillian Moore Appointment and drop in. SPANISH-SPEAKING TECHNICIANS
Arvada Fire Protection District		-903 Allison Way Arvada, CO 80005 Phone: 303-424-3012 Contact: Jillian Moore Appointment and drop-in. ASL option SPANISH-SPEAKING TECHNICIANS
Arvada Fire Protection District - Station 7		8027 Alkire St Arvada, CO 80005 Phone: 303-424-3012 Contact: Jillian Moore Appointment and drop-in. SPANISH-SPEAKING TECHNICIANS
Boulder Rural Fire Protection	Rural	6230 Lookout Rd Boulder, CO 80301 Phone: 303-530-9575 Contact: Peter McElvaney Appointment and drop-in.
Roaring Fork Fire Rescue Station 42	Both Rural and Underserved	1089 J W Dr Carbondale, CO 81623 Phone: 970-340-7039 Contact: Sarah Pickard Appointment or drop in.
Castle Rock Fire and Rescue Department		485 Crystal Valley Pkwy Castle Rock, CO 80104 Phone: 303-660-1066 Contact: Jamie Duncan Please call for more information.
Volunteer		8335 Wildridge Rd Colorado Springs, CO 80908 Phone: 719-594-0325 Contact: Christine Simosky By appointment only.

Agency	Category	Contact Information
Craig Police Department	Both Rural and Underserved	800 W 1st St, Suite 300 Craig, CO 81625 Phone: 970-826-2370 Contact: Terrianne Wheeler Drop-in times are reserved for Tuesday, Wednesday, and Thursday from 8am to 4pm. Other times/days available by appointment.
Adams County Fire Rescue	Underserved	7980 Elmwood Ln Denver, CO 80221 Phone: 720-826-2678 Contact: Felicia Dixon Drop in or appointment. SPANISH-SPEAKING TECHNICIANS
Divide Fire Protection District	Both Rural and Underserved	103 Cedar Mountain Rd Divide, CO 80814 Phone: 719-687-8773 Contact: Lisa Pitts By appointment only.
Federal Heights Fire Department	Underserved	2400 W 90th Ave Federal Heights, CO 80260 Phone: 303-427-7209 Contact: Scott Carscadden Drop in or Appointment SPANISH-SPEAKING TECHNICIANS
Summit County Public Health	Both Rural and Underserved	360 Peak One Dr Ste 230 Frisco, CO 80443 Phone: 970-668-9707 Contact: Jacklyn Thompson By appointment only.
Hilltop Family Resource Center		1129 Colorado Ave Grand Junction, CO 81501 Phone: 970-244-0463 Contact: Crystal Cox Drop in or appointment. Karen Clymer also at site. 970-524-7101 x16 mailto:karencl@htop.org SPANISH-SPEAKING TECHNICIANS
Gypsum Fire Protection District	Both Rural and Underserved	511 2nd St Gypsum, CO 81637 Phone: 970-524-7101 Contact: Daniel Valdez By appointment only.
Colorado State Patrol		4600 Castleton Ct Castle Rock, CO 80109 Phone: 720-402-0423 Contact: Josh Lewis By appointment only.
LaSalle Fire Protection District	Both Rural and Underserved	118 Main St La Salle, CO 80645 Phone: 970-284-6336 Contact: Britney Mazzer By appointment only. SPANISH-SPEAKING TECHNICIANS
Littleton Adventist Hospital		7700 S Broadway Littleton, CO 80122 Phone: 303-738-2757 Contact: Sarah Jacquin By appointment only, virtual inspection.
Inter Canyon Fire Station 4		13877 Grizzly Dr Littleton, CO 80127 Phone: 303-697-4413 Contact: Kelley Wood By appointment only To contact after hours, please use: carseattech@intercanyonfire.org

Agency	Category	Contact Information
Front Range Fire Rescue Station 2	Both Rural and Underserved	101 S Irene Ave Milliken, CO 80543 Phone: 870-587-4464 Contact: Tyler Drage By appointment only.
Inter Canyon Fire Station 1	Both Rural and Underserved	7939 S Turkey Creek Rd Morrison, CO 80465 Phone: 303-697-4413 Contact: Kelley Wood By appointment only. To contact after hours, please use: carseattech@intercanyonfire.org
Inter Canyon Fire Station 3	Both Rural and Underserved	8445 US-285 S Morrison, CO 80465 Phone: 303-697-4413 Contact: Kelley Wood By appointment only To contact after hours, please use: carseattech@intercanyonfire.org
Parker Adventist Hospital		9395 Crown Crest Blvd Parker, CO 80138 Phone: 303-918-7407 Contact: Erin Day By appointment only.
Colorado State Patrol	Underserved	5615 Wills Blvd Pueblo, CO 81008 Phone: 719-288-2636 Contact: Brian Lyons By appointment only.
Chaffee County Public Health	Both Rural and Underserved	448 E 1st St, Suite 137 Salida, CO 81201 Phone: 719-530-2566 Contact: Emily Anderson By appointment only.
South Fork Fire Rescue	Both Rural and Underserved	28 Mall St South Fork, CO 81154 Phone: 719-873-1030 Contact: Linette Nye Schmidt By appointment only. To schedule, call or visit https://www.southforkfire rescue.com/child-passenger-safety/
Logan County Sheriff's Office	Both Rural and Underserved	110 Riverview Rd Sterling, CO 80751 Phone: 970-522-2578 Contact: Dennis Aulston By appointment only.
Fire Station 5		14051 Colorado Blvd Thornton, CO 80602 Phone: 720-872-6092 Contact: Sabrina Lacovetta Virtual inspection.
Las Animas County Health Department	Both Rural and Underserved	412 Benedicta Ave Trinidad, CO 81082 Phone: 719-845-0463 Contact: Jennifer Sanchez McDonald Appointment or drop-in.
Vail Health Hospital	Rural	181 W Meadow Dr Vail, CO 81657 Phone: 970-477-5166 Contact: Kim Greene By appointment only. SPANISH-SPEAKING TECHNICIANS
Rural Communities Resource Center	Both Rural and Underserved	204 S Main St Yuma, CO 80759 Phone: 970-848-3867 Contact: Berenice Marquez By appointment only. SPANISH-SPEAKING TECHNICIANS

Agency	Category	Contact Information
Colorado State University PD		750 Meridian Ave Fort Collins, CO 80523 Phone: 970-657-4823 Contact: Ashleigh Rose By appointment only.
Colorado State Patrol	Both Rural and Underserved	2420 N Townsend Ave Montrose, CO 81401 Phone: 970-249-9575 Contact: Jeremy Brailsford By appointment only.
Dacono PD	Both Rural and Underserved	512 Cherry Ave Dacono, CO 80514 Phone: 303-833-3095 Contact: Jackie Boyer By appointment only.
City of Fort Morgan	Both Rural and Underserved	116 Main St Fort Morgan, CO 80701 Phone: 970-867-2815 Contact: Jeffery Braun By appointment only Inspections done at the Fort Morgan Fire Department.
JPC Health & Safety Training, LLC.		320 N Academy Blvd, Suite 202 Colorado Springs, CO 80909 Phone: 719-640-5555 Contact: Cameron Alexander By appointment only.
Ault-Pierce Fire	Both Rural and Underserved	16680 HIGHWAY 14 Ault, CO 80610 Phone: 970-893-5198 Contact: Captain Adam Ferrell By appointment only.
Gunnison Police Department	Both Rural and Underserved	910 W Bidwell Ave Gunnison, CO 81230 Phone: 970-641-8200 Contact: Aaron Weiner Availability by appointment and drop in. SPANISH-SPEAKING TECHNICIANS
Children's Hospital Colorado	Underserved	860 Potomac Circle Aurora, CO 80011 Phone: 720-777-3185 Contact: Britney Lombard Children's Hospital Colorado is offering a small number of appointments at our Health Pavilion building. We cannot accommodate walk-ins. Languages accommodated: English, Spanish (Others via interpreter service) SPANISH-SPEAKING TECHNICIANS
Denver Health	Underserved	700 N Delaware St Pavilion D, Room 211 Denver, CO 80204 Phone: 303-602-7623 Contact: Missy Anderson By appointment only.
Pueblo Rural Fire	Both Rural and Underserved	29912 US-50 E Pueblo, CO 81006 Phone: 719-948-4646 By appointment only.
United Way of Eagle River Valley Youth Closet & Toy Chest	Both Rural and Underserved	40800 Highway 6, Unit 9 Avon, CO 81620 Phone: 303-994-2622 Contact: Rebecca Kanaly By appointment drop in. .SPANISH-SPEAKING TECHNICIANS

Agency	Category	Contact Information
City of Aurora	Underserved	2291 S Joliet St Aurora, CO 80014 Phone: 303-578-8964 Contact: Erin Brill Book Online: https://www.auroragov.org/residents/public_safety/fire_rescue/car_seat_inspections
West Metro Fire Rescue		3535 S Kipling St Lakewood, CO 80235 Phone: 303-989-4307 Contact: Erin Bravo By appointment only. https://www.signupgenius.com/go/10c0b4aaca823a6fc1-friday#/
Platteville-Gilcrest Fire Protection District	Both Rural and Underserved	202 Main St, PO Box 407 Platteville, CO 80651 Phone: 720-597-5883 Contact: Matt Concialdi By appointment only.
Trinidad Fire Department	Both Rural and Underserved	1605 Santa Fe Trail Trinidad, CO 81082 Phone: 719-250-9482 Contact: Matthew Comden By appointment only.
Trinidad Fire Station 2	Both Rural and Underserved	1102 Nevada Ave Trinidad, CO 81082 Phone: 719-250-9482 Contact: Matthew Comden By appointment only.
Rocky Ford Fire Department	Both Rural and Underserved	300 S Main St Rocky Ford, CO 81067 Phone: 719-469-3105 Contact: Ute Bustamante By appointment only.
Tri-County Family Care Center	Both Rural and Underserved	512 1.2 N Main St Rocky Ford, CO 81067 Phone: 719-254-7776 Contact: Christie Encinias By appointment only. SPANISH-SPEAKING TECHNICIANS
Colorado State Patrol	Both Rural and Underserved	1185 County Road 16 Fairplay, CO 80440 Phone: 720-417-4417 Contact: Steven Geist By appointment only.
Washington County Sheriff's Office	Both Rural and Underserved	26861 Hwy 34 Akron, CO 80720 Phone: 970-345-6865 Contact Tiffany Rogers By appointment only.
DOTI's Office of Community & Business Engagement		2829 W. Howard Place Denver, CO 80204 Phone 800-350-3765 Contact Jody Davison

Child Passenger Safety Technicians

Car Seats Colorado has approximately 1,085 certified Child Passenger Safety Technicians and 31 certified Child Passenger Safety Technician Instructors throughout the state. The recertification rate for 2024 in Colorado was 52%. The complete of list total population served, number of technicians, and rank by county is below.

Table 6 Population Served by Child Passenger Safety Technicians by County

COUNTY	POPULATION SERVED	NUMBER OF TECHS	COUNTY RANK
ADAMS COUNTY	519,572	92	5
ALAMOSA COUNTY	16,376	8	31
ARAPAHOE COUNTY	655,070	49	3
ARCHULETA COUNTY	13,359	0	34
BACA COUNTY	3,506	1	55
BENT COUNTY	5,650	1	50
BOULDER COUNTY	330,758	116	8
BROOMFIELD COUNTY	74,112	0	12
CHAFFEE COUNTY	19,476	4	26
CHEYENNE COUNTY	1,748	2	59
CLEAR CREEK COUNTY	9,397	3	39
CONEJOS COUNTY	7,461	0	41
COSTILLA COUNTY	3,499	1	56
CROWLEY COUNTY	5,922	0	47
CUSTER COUNTY	4,704	1	53
DELTA COUNTY	31,196	3	18
DENVER COUNTY	715,522	144	2
DOLORES COUNTY	2,326	2	58
DOUGLAS COUNTY	357,978	64	7
EAGLE COUNTY	55,731	15	14
EL PASO COUNTY	730,395	95	1
ELBERT COUNTY	26,062	4	21
FREMONT COUNTY	48,939	5	16
GARFIELD COUNTY	61,685	7	13
GILPIN COUNTY	5,808	0	48
GRAND COUNTY	15,717	5	32
GUNNISON COUNTY	16,918	1	30
HINSDALE COUNTY	788	0	63
HUERFANO COUNTY	6,820	3	44
JACKSON COUNTY	1,379	0	61
JEFFERSON COUNTY	582,910	117	4
KIOWA COUNTY	1,446	0	60
KIT CARSON COUNTY	7,087	3	43
LAKE COUNTY	7,436	5	42
LA PLATA COUNTY	55,638	2	15
LARIMER COUNTY	359,066	74	6
LAS ANIMAS COUNTY	14,555	4	33
LINCOLN COUNTY	5,675	6	49
LOGAN COUNTY	21,528	5	25
MESA COUNTY	155,703	13	11
MINERAL COUNTY	865	0	62
MOFFAT COUNTY	13,292	1	35
MONTEZUMA COUNTY	25,849	19	22
MONTROSE COUNTY	42,679	4	17
MORGAN COUNTY	29,111	15	20
OTERO COUNTY	18,690	11	27
OURAY COUNTY	4,874	0	51
PARK COUNTY	17,390	4	28
PHILLIPS COUNTY	4,530	0	54
PITKIN COUNTY	17,358	8	29
PROWERS COUNTY	11,999	5	36
PUEBLO COUNTY	168,162	20	10
RIO BLANCO COUNTY	6,529	0	45

RIO GRANDE COUNTY	11,539	1	37
ROUTT COUNTY	24,829	11	23
SAGUACHE COUNTY	6,368	1	46
SAN JUAN COUNTY	705	0	64
SAN MIGUEL COUNTY	8,072	1	40
SEDGWICK COUNTY	2,404	0	57
SUMMIT COUNTY	31,055	8	19
TELLER COUNTY	24,710	4	24
WASHINGTON COUNTY	4,817	5	52
WELD COUNTY	328,981	141	9
YUMA COUNTY	9,988	2	38
TOTAL COLORADO POPULATION	5,773,714		
TOTAL POPULATION SERVED	5,610,392		

*Based on 2020 Census

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

Countermeasure Strategy
Child Restraint System Inspection Station(s)

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

Technician Certification Training

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

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

Community Education

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

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

- Parents and caregivers of children aged 0-18 years
- Childcare providers
- EMS, doulas, and medical providers
- Law enforcement officers
- School transportation personnel
- New American/Refugee Advocacy groups
- Department of Health and Human Services personnel
- Public Transportation personnel

The counties identified for increased educational outreach include Archuleta, Conejos, Gunnison, Kit Carson, Denver, Jefferson, Mesa, Adams, Larimer, Weld, El Paso, Logan, Grand, and Summit. At least twenty-five percent of the counties will be visited this grant cycle.

Child Passenger Safety Technician Recertification Opportunities

Car Seats Colorado will continue to focus on assisting certified technicians with the recertification process by offering CEU Update classes around the state. These classes are preauthorized by Safe Kids to provide the 6 continuing education units (CEUs) that are required for recertification. During 2025, there will be a minimum of ten CEU Update classes offered.

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

Additional Educational Opportunities

Technicians are encouraged to advance their knowledge by attending conferences, workshops, and webinars. The conference opportunities include the national Lifesavers Conference and Kidz in Motion (KIM) Conference.

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

Car Seats Colorado Activity 2025

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

These efforts will include:

- increasing the number of certified Child Passenger Safety Technicians and inspection stations in areas lacking resources.
- Providing resources for Technicians to recertify.
- Increasing education and enforcement activities in all State Patrol districts while also engaging other community partners.
- Continuing outreach efforts with hospitals and medical professionals to ensure all children are properly restrained from the beginning.
- Building and maintaining partnerships with community agencies to increase outreach efforts. These will include, but are not limited to, DOTI, Children's Hospital, DHS, Refugee/New American agencies, schools, daycares, and foster families.
- Providing education on Colorado's Child Passenger Safety Law
- Technician Certification Courses—7 completed; 3 more scheduled.
- CEU Update Classes—4 completed; 1 other cancelled; 5 more scheduled.
- Advocate Awareness Classes—12 completed; 1 more scheduled.
- Events—3 completed; 1 more scheduled

The recycling program was implemented in 2016. There are currently 18 locations around the state. They can be found at www.carseatscolorado.com. We are currently looking for two additional locations to add recycle pods.

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

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

Qualification criteria for a lower seat belt use rate State

The State applied under the following criteria:

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

Seat Belt Enforcement

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

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

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

Unique Identifier	Planned Activity Name
FY26 OP HVE	Occupant Protection HVE

Sustained Seat Belt Enforcement

For 2025, the City of Aurora, serving three of the largest counties in Colorado, received HSO funding and conducted sustained year-round seat belt enforcement through short-term, high-visibility belt law enforcement campaigns supplemented by individual enforcement efforts. The Colorado Springs Police Department, Durango Police Department and the El Paso County Sheriff'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 2026.

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 2025, 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 2026, 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 2026 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 2024 was 88.1%, however, compliance rates in rural areas drop as low as 80% and unrestrained fatality rates in rural areas are historically higher than in urban areas. In 2024 three counties rated the lowest in seat belt compliance were Weld (80%) Pueblo (79%), and Jefferson (77%), all of which encompass rural areas.

Fatalities involving drivers aged 20 or younger consistently range from 14%-16% of total fatalities. In 2024, 110, or 16%, 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 2025 with officers from the Colorado State Patrol and 66 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 2025, young driver proposals that addressed positive youth development, prevention strategies and community-based traffic safety continue to be prioritized for funding. Similar activities will be funded for 2026.

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 FY26.
- 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.
- School-wide interactive presentations including questions and facts on teen driving behaviors including GDL licensing, distracted driving, drunk and drugged driving, seat belt use, and other related safe driving topics.
- Education through GDL classes, participation in peer-to-peer safe driving programs in high schools throughout the school year, and partnerships with community leaders and organizations.
- FCCLA will continue to focus on implementing peer-to-peer traffic safety projects in schools across Colorado, with a specific emphasis on rural counties. By utilizing the FCCLA FACTS program, students will conduct a comprehensive community assessment to identify the most pressing traffic safety concerns in their respective areas. They will gather data on local traffic crash statistics, road conditions, driver behaviors, and other relevant factors. With this information, they will develop and implement evidence-based projects and interventions to address these concerns, engaging and empowering young people to take an active role in promoting traffic safety.

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

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

Communications activities that address these areas include:

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

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

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

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

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

Qualification Criteria

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

Meeting Date
8/22/24
10/24/24
3/6/25
5/15/25

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 is in Table 7.

Table 7 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
Erika Dubray	Sergeant at Arms	CDOT	Crash/Roadway
Major Jeff Sewell	Member	CSP	Citation/Adjudication
Ian Danielson	Member	CDPHE	Injury Surveillance
Webster Hendricks	Member	DHS	Injury Surveillance
Jennifer Frale	Member	Judicial	Citation/Adjudication
Amy Bhikha	Member	OIT	Data Use & Integration

State Traffic Records Strategic Plan

See Attachment A: *CO FY26 405c Strategic Plan*

Quantitative Improvement

See *Attachment B: CO FY26 Quantitative Improvement*

State Highway Safety Data and Traffic Records System Assessment:

Date of Assessment: 11/25/2019

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

See Attachment B to Part 1300: Application Requirements for Section 405 and Section 1906 Grants

S. 1300.24 – 405(e) Distracted Driving Grant

Requirement Description	Met
<i>Qualification criteria for a Distracted Driving Awareness Grant.</i> To qualify for a Distracted Driving Awareness Grant in a fiscal year, a State shall submit as part of its annual grant application, sample distracted driving questions from the State's driver's license examination.	Yes
<i>Qualification criteria for a Distracted Driving Law Grant.</i> To qualify for a Distracted Driving Law Grant in a fiscal year, a State shall submit as part of its annual grant application, legal citations to the State statute demonstrating compliance with one of the following requirements: (2) Prohibition on handheld phone use while driving. The State statute shall – (i) Prohibit a driver from holding a personal wireless communications device while driving; (ii) Establishes a fine for a violation of the statute; and (iii) Not provide for an exemption that specifically allows a driver to use a personal wireless communications device for texting while stopped in traffic	Yes

Sample Distracted Driving Questions:

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

- When can you legally use a cell phone while driving? (Page 18)
- Distracted driving can be caused by: (Pages 5-6 and 23)
- Being "in shape" to drive includes: (Page 5)

A downloadable version of the Manual may be found here: [Colorado Driver Handbook DR 2337](#)

Prohibition on hand held cell phone use while driving:

Legal Citation: [C.R.S. 42-4-239](#)

S. 1300.25 - 405(f) Motorcyclist Safety Grants

Motorcycle Rider Training Course

Name and organization of the head of the designated State authority over motorcyclist safety issues:

- State authority agency: Colorado Department of Transportation
- State authority name/title: Erika Dubray, Motorcycle Safety Grant Specialist

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

- Approved curricula: Motorcycle Safety Foundation Basic Rider Course

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

County or Political Subdivision	Number of registered motorcycles
Adams County	13,806
Arapahoe County	12,322
Delta County	1,505
El Paso County	23,453
Garfield County	2,361
Jefferson County	22,470
La Plata County	2,859
Larimer County	14,130
Mesa County	6,379
Montrose	1,062
Weld County	11,579

The number of registered motorcycles in counties where training is conducted is 109,934.

The total number of registered motorcycles in Colorado in 2024 is 177,511.

The 11 counties that provided MOST training account for 62% of all registered motorcycles in Colorado.

Use of fees collected from motorcyclists for motorcycle programs

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

- Use of fees criterion: Law State
-

Legal citations for each law state criteria.

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

Citations

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

- Legal Citation: C.R.S. 43-5-501
- Amended Date: 1/1/2018

S. 1300.26 – 405(g) Nonmotorized Safety Grants

See Appendix B to Part 1300—Application Requirements for Section 405 and Section 1906 Grants.

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

Identification of Highway Safety Problems

Roadside fatalities continue to occur in work zones and in temporary work zones as a result of secondary crashes. Colorado passed the "Slow Down, Move Over" law on September 13, 2020, to reduce roadside traffic fatalities. In August 2023, the law expanded to cover all stationary vehicles with activated hazard lights. All 50 states have a "Slow Down, Move Over" law, yet fewer than 30% of Americans know these laws (National Highway Traffic Safety Administration). The lack of awareness and understanding of the "Slow Down, Move Over" law is a major contributor to the fatalities caused by vehicles on Colorado's roadways.

In 2020, the Colorado State Patrol analyzed the agency's five most recent line-of-duty deaths and ninety-six other struck-by incidents. As a result, an action plan item is to have continuous messaging to educate the public about the Colorado "Slow Down, Move Over" law. In 2024, the Colorado State Patrol experienced 11 struck-by incidents (zero line-of-duty deaths). In addition, data shows construction/work zone fatalities in the State significantly increased from 16 in 2023, to 31 in 2024.

Given these incidents, the CSP will provide continuous messaging to educate the public about the Colorado "Slow Down, Move Over" law and 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.

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 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	2025	2026	8

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 Areas

As Colorado fatalities continue to rise, a robust communication strategy is critical to create greater awareness among the traveling public. Communications campaigns are 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 public awareness campaign and ongoing enforcement efforts, resulting in fewer work zone fatalities.

S. 1300.29 - 1906 Racial Profiling Data Collection Grants

Purpose

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

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

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

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

Official Documentation

C.R.S. 24-31-903

- [Colorado Revised Statutes Annotated](#)

- [Title 24 . Government - State \(§§ 24-1-101 — 24-116-103\)](#)
- [Principal Departments \(Arts. 30 — 36\)](#)
- [Article 31 .Department of Law \(Pts. 1 — 13\)](#)
- [Part 9 . Law Enforcement Integrity \(§§ 24-31-901 — 24-31-907\)](#)
- 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:
 - (a) Subject to the suspension of its funding by its appropriating authority; and
 - (b) Unless the Colorado state patrol or local law enforcement agency is working with the division of criminal justice to meet its reporting requirements pursuant to this section, not eligible to be awarded grants under the multidisciplinary crime prevention grant program in section 24-33.5-527, the law enforcement workforce recruitment, retention, and tuition grant program in section 24-33.5-528, or the state's mission for assistance in recruiting

and training (SMART) policing grant program in section 24-33.5-529.

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. L. 2024:(5) amended,(HB 24-1421), ch. 125, p. 416, § 1, effective July 1 (see editor's note).

- ▼Annotations

- o Hierarchy Notes:

- C.R.S. Title 24
 - C.R.S. Title 24, Principal Departments
 - C.R.S. Title 24, Art. 31, Pt. 9

- o Editor's note:

- o Section 6 of HB 24-1421 (L. 2024, ch. 125) was amended by section 1 of SB 24-215 (L. 2024, ch. 164) to change the effective date of HB 24-1421 from April 29, 2024, to July 1, 2024.

Attachments

Attachment A: CO FY26 405c Strategic Plan



COLORADO TRAFFIC RECORDS STRATEGIC PLAN

June 2025



COLORADO TRAFFIC RECORDS STRATEGIC PLAN

June 2025 Update

prepared for
Colorado Department of Transportation

prepared by
Colorado STRAC Committee



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INTRODUCTION

Background of the Traffic Records Strategic Plan

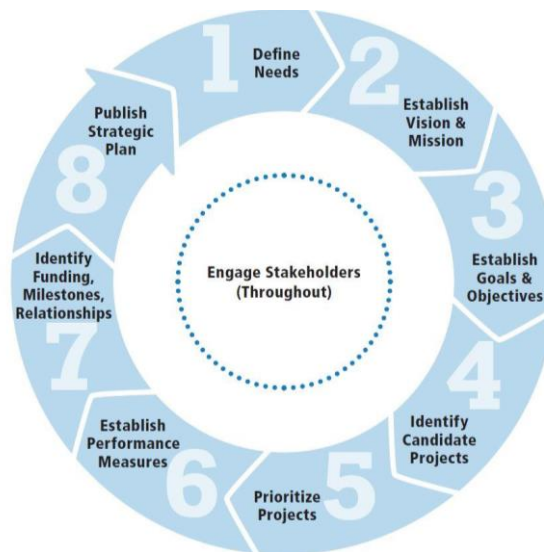
The purpose of this document is to provide the State of Colorado, State Traffic Records Advisory Committee (STRAC), and other traffic safety stakeholders of the State of Colorado with a Strategic Plan for traffic records improvements.

This plan is designed to identify actions to inform the STRAC member agencies and stakeholders on their broad roles in communication, coordination, and assistance to data collectors, managers, and users of traffic data.

This plan is based on the findings and recommendations documented in the 2019 Traffic Records Assessment, the previous strategic plans, and information provided by STRAC members. This revised Strategic Plan continues to provide the framework for improvement to the statewide traffic records system and will guide agencies in the planning and development of projects to improve Colorado Traffic Records. The plan includes clearly defined goals and performance measures to increase public safety and create the environment for improving the state's traffic records system.

The STRAC followed the strategic planning process shown in Figure 1 to develop this plan.

FIGURE 1. STRATEGIC PLANNING PROCESS



Development of the Traffic Records Strategic Plan

The recommendations contained in this strategic plan incorporate a review of Colorado's traffic records and input from persons knowledgeable in the use and operation of the data sets. The purpose of the traffic records review was to update knowledge of Colorado's:

- Compliance with recommended standards, practices, and Federal guidelines.
- Efficiency and effectiveness of data processing, information exchange, and existing technology.
- Ability to support highway safety program management with timely and accurate traffic records information.

This strategic plan also includes a synthesis by the review team of information derived from the following sources:

- 2019 Traffic Records Assessment Report.
- System documentation for the various data sets identified.
- Recommended practices and standards promulgated by various Federal agencies and professional organizations involved in transportation, highway safety, and traffic records.
- Technical expertise of the project team itself in the definition, development, and use of traffic records to support national, state, and local highway and traffic safety applications.
- Strategic planning workshops.
- Knowledge and expertise of the TRCC.

Stakeholder Input

There are three general categories of stakeholders: data users (includes local governments and Metropolitan Planning Organizations), data collectors (law enforcement, hospitals that provide emergency services, DMV, for example), and data system managers (primarily CDOT, DOR, CDPHE). Members for each category were engaged during the strategic plan development for every data system (crash, vehicle, driver, roadway, citation/ adjudication, EMS/ Injury Surveillance) outlined in the assessment. Stakeholders were included in strategic planning work sessions as well as engaged in one-to-one meetings to understand individual priorities as well as the strengths, weaknesses, opportunities, and challenges with the current traffic systems.

TRAFFIC RECORDS SYSTEM OVERVIEW

This section provides a brief overview of each of the State traffic records systems including details regarding integration with other data sets.

Crash

Department of Revenue - DRIVES System

Colorado's Department of Revenue (DOR) is the agency of record for Colorado's crash data which is stored in Colorado's Driver License, Record, Identification, and Vehicle Enterprise Solution (DRIVES System). DRIVES provides a flexible, reliable, accurate and integrated solution for driver and vehicle services, as well as business licensing, and revenue accounting. An automated extract of aggregated crash data is sent to CDOT for reporting and analytics routinely.

The crash database within DRIVES was modified in 2019 to accept data from the new DR 3447 Crash Form as well as the previous DR 2447 Crash Form. The DR 3447 is rated at 44.41% Model Minimum Uniform Crash Criteria (MMUCC) compliant and increases the number of data elements, or "State Element / Attributes That Map" from 222 attributes on the DR 2447 up to 946 attributes for the DR 3447, which are entered into the crash database or obtained via linkage to other databases. This is a 12.91% rating increase over DR 2447 which is rated 31.5% MMUCC Compliant. The new crash form addresses federal requirements to update the injury level definition and capture more robust crash data, to aid in the analysis, development, scoping, and evaluation of traffic safety countermeasures to move Colorado Toward Zero Deaths (TZD).

Driver

Department of Revenue - DRIVES System

The Driver Control Section of DOR has custodial responsibility for the Colorado driver data system, which resides in the DRIVES System and includes commercially licensed drivers. The system maintains novice driver, motorcycle, and driver improvement training histories. DRIVES also captures the original issuance date of licenses, permits, and endorsements. DOR accommodates interaction with the National Driver Register's Problem Driver Pointer System (PDPS), State to State/Driver History Record and the Commercial Driver's License Information System (CDLIS).

Vehicle

Department of Revenue - DRIVES System

The Department of Revenue has custodial responsibility for the Colorado vehicle data system. The State incorporates brand information on the vehicle records that are recommended by the American Association of Motor Vehicle Administrators (AAMVA).

Roadway

Colorado Department of Transportation - Online Transportation Information Systems (OTIS)

Roadway data is contained in CDOT's Online Transportation Information System (OTIS) which is an online dataset providing information for the public as well as transportation planning, and project development. Information is provided on current and projected traffic volumes, state highway attributes, summary roadway statistics, demographics, and geographic data. All State-owned roads are available in a linear reference system including the Model Inventory of Roadway Elements (MIRE) Fundamental Data Elements (FDEs). The State is in the process of moving other business areas to the All-Roads Linear Referencing Method to allow integration of location data across different systems.

Citation and Adjudication

Department of Revenue - DRIVES System

The DRIVES System is designed for citations from all potential law enforcement sources (municipal, county, and state) and currently houses the complete electronic citation data for Ports of Entry and manually entered data for citations processed by the department as penalty assessments. The traffic violation citation database and common charge codes database are contained in this system. The DRIVES system also connects to other States around the country to transfer citation data on out of state drivers who receive a citation in Colorado.

Injury Surveillance

Colorado Department of Public Health and Environment - Injury Data and Epidemiology

The Colorado Department of Public Health and Environment (CDPHE) implements several statewide injury surveillance and prevention and control programs. These programs track injury-related emergency department visits, hospitalizations, and deaths through a variety of data sources and use this information to help reduce the rates of injury through public education, intervention and prevention programs, and policy development. Data has been used to evaluate the effectiveness of Colorado's trauma system in providing care to residents and visitors injured in the state. Visit the [Motor Vehicle Safety](#) website for more information about CDPHE's injury surveillance and data.

CDPHE provides injury data available to the public through their Injuries in Colorado Dashboard that includes injury deaths, ED visits, and hospital discharges that can be queried at the county, multi-county region, and statewide level. For each of these categories or data sources, there are separate links for each type of metric: counts, crude rates, and age-adjusted rates of injuries. To explore injury data please visit the [Injuries in Colorado](#) dashboard.

If a requester needs data that is not available on the Injuries in Colorado dashboard, a health data request portal is available at the bottom of the [Center for Health and Environmental Data](#) where the person can submit a custom data request. CDPHE staff will triage the request to the appropriate CDPHE subject matter expert to fulfill the request if possible.

STRAC BACKGROUND

The Moving Ahead for Progress in the 21st century (MAP-21), the Fixing America's Surface Transportation Act (FAST Act) and the Bipartisan Infrastructure Law (BIL) outline the requirements to qualify for the National Highway Traffic Safety Administration (NHTSA) Section 405 grants to improve a State's traffic records system. Traffic records are a key component in the effort to improve safety on the State's transportation system by allowing for the analysis of crash data to aid in the analysis, development, scoping, and evaluation of traffic safety countermeasures to move Colorado Toward Zero Deaths (TZD). The traffic records systems provide the framework supporting the effort to maximize resources to improve safety.

The requirements found under 23 CFR § 1300.22 for inclusion in State Traffic Records Strategic Plans, addressed in this plan, are noted below:

1. Provide a list of all recommendations from the most recent traffic records assessment.
2. Identify which recommendations the State intends to address, along with which Highway Safety Plan projects/planned activities will address each recommendation, and the performance measure used to demonstrate quantifiable and measurable progress.
3. Identify which recommendations the State will not address and provide reasoning for doing so.

TRCC Governance

Colorado's Traffic Records system is a virtual system composed of independent data systems. These systems collectively form the information base for the management of the state's highway and traffic safety activities. The different sources of the state's traffic records system are managed by various state agencies. Membership in the State Traffic Records Advisory Committee (STRAC) consists of voting representation from seven state agencies in addition to non-voting representation from local government representatives, universities, researchers, Metropolitan Planning Organizations (MPOs), and others. Collectively, these groups use the data to develop and identify funds to further initiatives to reduce both the number and severity of traffic crashes on the state's roadways. STRAC has served in the roles of the TRCC since the 1970's. In 2008, STRAC reorganized under a restructured interagency Memorandum of Understanding (MOU) designed to provide long-term continuity and support for a coordinated traffic records system. The MOU defines the roles and responsibilities of STRAC and its members. It addresses ownership of the data, security, permissible use along with a process for resolving disputes. This MOU was renewed in 2013, 2016, and was extended in 2021 to allow for revisions to be completed following the development and acceptance of this Strategic Plan.

STRAC Responsibilities

The following summarizes the STRAC responsibilities as outlined in the committee's bylaws.

- Develop and oversee the long-range planning efforts of the traffic records system.
- Review potential changes to traffic records systems and highway safety data before changes are implemented.
- Consider and coordinate the views of organizations in the State that are involved in the administration, collection and use of traffic records systems and highway safety data.
- Represent the interests of agencies and organizations within the traffic records system to outside organizations.

- Review and evaluate new technologies and keep the traffic records system and highway safety data up to date.
- Investigate the possibilities of linking traffic records systems.
- Provide recommendations to their respective departments, divisions and agencies on the collection, management, and enhancement of statewide traffic records systems.
- Provide a forum for discussion and reporting of highway safety data and traffic records issues to agencies and organizations in the State that create, maintain and use traffic records and highway safety data.
- Review national initiatives and best practices of other states.
- Provide education to law enforcement officers in an endeavor to enhance the quality of traffic accident reporting.

TRCC Membership

The Officers of the STRAC include the Chairperson, Vice-Chairperson, Secretary, and Sergeant at Arms. Voting members are identified in Table 1.

TABLE 1. VOTING STRAC MEMBERSHIP

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

TRAFFIC RECORDS STRATEGIC APPROACH

Traffic Records Strategic Plan Vision

The vision of the STRAC is to provide a traffic records data system, which delivers complete, timely and accurate data, incorporating data from available sources, for use by eligible data consumers in traffic safety planning, process development and decision making to eliminate transportation system fatalities and serious injuries.

Traffic Records Strategic Plan Mission

To eliminate transportation system fatalities and serious injuries, the STRAC will advance the interagency and intra-agency acquisition and distribution of accurate, timely and accessible traffic records to eligible data consumers for use in the traffic safety improvement process.

Traffic Records Strategic Plan Goals

To deliver the Traffic Records strategic plan mission and vision, the STRAC will leverage and expand upon recent local and national traffic records improvement work. The following identifies STRAC's strategic plan goals:

1. Improve traffic records data for use in decision making to reduce transportation system fatalities and serious injuries on public roadways.
2. Facilitate participation and collaboration in traffic records initiatives statewide.
3. Reduce barriers with electronic data transfers, data quality, linkage, and integration processes.

2019 Traffic Records Assessment Recommendations

NHTSA's *Traffic Records Program Assessment Advisory* describes the ideal traffic records systems from which States can assess their capabilities. The benefit for States to align to the description of the ideal traffic records system would be to ensure that complete, accurate, and timely traffic safety data is collected, analyzed, and made available for decision making, which is central to identifying traffic safety problems, and designing countermeasures to reduce injuries and deaths caused by crashes. The ideal described is aspirational, and there is no expectation that States align perfectly with the ideal as described.

Out of the 328 assessment questions, Colorado met the Advisory ideal for 155 questions (47%), partially met the Advisory ideal for 71 questions (22%), and did not meet the Advisory ideal for 102 questions (31%). The percentages for each area are broken out below:

- Traffic Records Coordinating Committee Management - 75% of the ideal
- Strategic Planning - 82% of the ideal

- Crash Data - 54% of the ideal
- Vehicle Data - 47% of the ideal
- Driver Data - 66% of the ideal
- Roadway Data - 15% of the ideal
- Citation/ Adjudication Data - 16% of the ideal
- EMS/ Injury Surveillance Data - 59% of the ideal
- Data Use and Integration - 33% of the ideal

Below is a summary of assessment recommendations by system. There were no recommendations for the Traffic Records Coordinating Committee, Strategic Planning, or Data Use and Integration; the STRAC will continue their work in these three categories. Several recommendations apply to multiple systems. The STRAC is working to address those recommendations concurrently.

Crash Data System

1. Improve the data dictionary to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Status: In Process for FY 25
Supporting Activities: Complete traffic records connection with GDAB work and data inventory (See Action Plan)
2. Improve the data quality control program to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Status: In Process for FY 26
Supporting Activities: Quantify existing data cleaning efforts. Prioritize data elements for quality improvement. (See Action Plan)
3. Improve interfaces to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Status: Complete
Supporting Activity: Surveyed users of the Crash Data Dashboard. Developed a fatal and serious injury report for STRAC bi-monthly reporting.

Vehicle Data System

1. Improve the data quality control program to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Status: Not Started, on hold during development of updated DRIVES system.
Supporting Activities: Quantify existing data cleaning efforts. (See Action Plan)

Driver Data System

1. Improve the data quality control program to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Status: Not Started, on hold during development of updated DRIVES system.
Supporting Activities: Quantify existing data cleaning efforts. (See Action Plan)

Roadway Data System

1. Improve the data dictionary to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Status: In Process for FY 25
Supporting Activities: Complete traffic records connection with GDAB work and data inventory. (See Action Plan)
2. Improve the data quality control program to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Status: In Process for FY 25
Supporting Activities: Quantify existing data cleaning efforts. Prioritize data elements for quality improvement. (See Action Plan)
3. Improve interfaces to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Status: In Process for FY 25
Supporting Activities: Migrate MIRE data to ArcGIS and complete Intersection Manager tool (See Action Plan)

Citation/Adjudication Data System

1. Improve the data dictionary to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Status: In Process for FY 25
Supporting Activities: Complete traffic records connection with GDAB work and data inventory. (See Action Plan)
2. Improve the data quality control program to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Status: Not Started, on hold during development of updated DRIVES system.
Supporting Activities: Quantify existing data cleaning efforts. (See Action Plan)

Injury Surveillance Data System

1. Improve the data quality control program to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Status: Not Started, planned for FY 26
Supporting Activities: Quantify existing data cleaning efforts. (See Action Plan)
2. Improve interfaces to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Status: Not Started
Supporting Activities: The Injury data dashboard and data request portal have been deployed. Further improvement is not a FY 26 priority of STRAC, as development is required within the hospital data system, which is administered independently of CDPHE, to advance the work. CDPHE continues to monitor for opportunities to improve.

The 2019 Traffic Records Assessment is available for reference in Appendix A.

Traffic Records System Performance

For the performance periods for 2024, 2025, and 2026 the STRAC will advance Electronic Citation, Crash Location, Electronic Crash / Electronic Citation Participating Agencies.

Electronic Citation

Core Traffic Records Systems Impacted

- Citation/Adjudication

Performance Areas Impacted

- Accuracy

Performance Measure Used to Track Improvements

Reduction in critical elements with errors. Measured as the percentage of citation records with no errors in 10 critical data elements. The 10 critical data elements are:

- location,
- court information,
- driver license number,
- citation number,
- law enforcement agency,
- offense/serve date,
- common code,
- CMV,
- school zone, and
- CDL.

These critical data elements account for approximately 77% of all citation errors.

Performance Measure Improvement Achieved

Increasing accuracy of citation data transfer between Colorado State Patrol and Colorado Department of Revenue will reduce errors and improve data at a statewide level. Baseline of data accuracy is FY 23. The percentage of citations without errors in 5 critical elements (as described above) will be improved by 10% by March 31, 2025.

As of January, 2025, there has not been any improvement on the number of citations submitted without errors in the critical data elements. Colorado has undertaken a major upgrade to the DRIVES system. Colorado's DRIVES system manages driver and vehicle records, including citations. To achieve the major upgrade timely, multiple programming initiatives, including completion of citation record data transfer between CSP and CDOR have been postponed until after the upgrade is complete.

Measurement Technique

Measured as the percentage of citation records with no errors in critical data elements from April 1, 2024, to March 31, 2025, as measured monthly. Improvement delayed due to DRIVES development update and CDOR's need to focus resources on other priorities during this update.

Crash Location

Core Traffic Records Systems Impacted

- Crash

Performance Areas Impacted

- Completeness

Performance Measure Used to Track Improvements

Increase the percentage of crash records submitted to the Colorado Department of Revenue with complete and correct data elements related to location. Measured as the percentage of crash records with complete and correct data elements related to location.

Performance Measure Improvement Achieved

Increasing the completeness of crash location data. Baseline of data completeness will be CY 23. The percentage of crash records with complete and correct data elements related to location will be improved by 3.8% by December 31, 2025, resulting in 88.6% complete crash records submitted with respect to location information.

Measurement Technique

Measured as the percentage of crash records with complete critical data elements related to location from January 1, 2024 to December 31, 2025, as measured monthly.

Electronic Crash / Electronic Citation Participating Agencies

Core Traffic Records Systems Impacted

- Crash
- Citation/Adjudication

Performance Areas Impacted

- Accuracy
- Completeness

Performance Measure Used to Track Improvements

Increase the number of agencies using Colorado's e-citation / E-Crash reporting processes. E-crash to be improved by three agencies by December 31, 2025.

Performance Measure Improvement Achieved

Increasing accuracy and completeness of electronic data transfer between agencies and Colorado Department of Revenue will reduce errors and improve data at a statewide level. Baseline of data accuracy was established in CY 23.

10 new agencies submitted electronic crash reports January 1, 2024 - December 31, 2024. No agencies reported citations electronically in 2024. Colorado has undertaken a major upgrade to the DRIVES system. Colorado's DRIVES system manages driver and vehicle records, including citations. To achieve the major upgrade timely, multiple programming initiatives, including completion of citation record data transfer between CSP and CDOR have been postponed until after the upgrade is complete.

Measurement Technique

Measured by number of agencies reporting to Colorado Department of Revenue electronically from January 1, 2024 to December 31, 2025, as measured quarterly.

Note: DRIVES update is planned between July 1, 2024 and July 1, 2026. DOR has completed inbound API development allowing E-crash and E-citation transmittals. During the update it is expected that any necessary development will occur on the law enforcement Record Management System (RMS) side. Additional DOR development efforts will not be possible during the DRIVES planned update.

TRAFFIC RECORDS PROJECTS

STRAC Ongoing and Future Initiatives

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

STRAC guides Colorado agencies on the use of NHTSA grant funding to improve the collection, storing, linking, and sharing of these data through grant-awarded projects. Below in this section are current projects approved by STRAC at the time of this report.

BESDT Electronic Crash Form, Phase III

STRAC observed that connecting to the DOR DRIVES system via API to deliver electronic crash forms presented a significant barrier for some law enforcement agencies. To mitigate the barrier, CDOT will develop an electronic crash form within the Behavioral and Engineering Safety Data and Traffic (BESDT) system to accept crash data directly from the local law enforcement agency via a web-based form interface. CDOT will transmit these data to DOR DRIVES via API on behalf of the law enforcement agency. CDOT will provide outreach and training to law enforcement agencies on the BESDT Electronic Crash Form.

Traffic Records Coordinator (TRC)

This project was created to supply Colorado with a TRC to organize traffic records systems among all the agencies involved. The TRC works closely with the STRAC, CDOT, DOR, CSP and other agencies (including Police Departments) involved with traffic records. The TRC acts as a liaison among the involved agencies, under the guidance of the CDOT Project Manager. Duties include monitoring the work done on projects relating to developing a statewide crash database. Also, working with stakeholders to facilitate the rollout of the BESDT Electronic Crash Form and crash manual updates, expand data collection as well as distribution, establishing requirements (IT, business rules, confidentiality/security, etc.) for new projects, especially those related to data sharing, and helping manage or monitor traffic records projects. Other duties will include participation in STRAC and promoting participation in projects by stakeholders, promoting e-crash transmission into DOR, helping with related projects, soliciting new agencies to transmit their crash reports electronically, and working to institute a state e-citation and e-crash platforms to promote a uniform citation format and easier e-crash submission for smaller agencies.

FARS Program Support

The Fatal Analysis Reporting System (FARS) is a nationwide census providing NHTSA, Congress and the American public yearly data regarding fatal injuries suffered in motor vehicle traffic crashes. This project supports CDOT staff in collecting, verifying and reporting fatality data to NHTSA.

Technology Transfer

The primary goal of this project is to increase traffic records knowledge for STRAC members and active participants by attending the Association of Traffic Safety Information Professionals (ATSIP) Traffic Records Forum. The conference is for data analysts, state and local law enforcement officials, engineers, motor vehicle officials, emergency medical providers, judicial administrators and highway safety officials. This conference or opportunity will enable the attendees to learn and incorporate best practices from around the nation.

E-Citation Project

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

The e-Citations Project that includes participation from Colorado State Patrol (CSP), Colorado Judicial, Colorado Department of Transportation (CDOT), Colorado Department of Revenue (CDOR) and the Office of Information and Technology (OIT). The partners are keenly focused on utilizing this technology to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of state citation data needed to identify priorities for national, state, and local highway and traffic safety programs. This project will allow the agencies to exchange data between all partners to meet those objectives more efficiently and effectively. The e-citation effort began with CDOR building a Development Portal and an Inbound e-Citation Application Programming Interface (API) in 2020 to receive citations electronically. The API allowed and continues to allow any participating LEA with the functionality to transmit e-citations directly to DOR's system of record of "DRIVES" eliminating backlogs, manual error, and mailing delays. The API alone, however, represents only the start and a portion of the required development which may require multiple years. Agencies who work with a citation through its lifecycle, have committed both financial and personnel resources to this process development and the technologies needed to ensure project completion is achieved.

The agencies are challenged by development timelines, internal competing work interests, and different agency development needs resulting in a period of suspended work efforts. The level of individual commitment needed as well as planning and scheduling of chronological development required for the success of this project also presents a challenge. To solve these challenges, the project will provide a contracted Project Manager to facilitate progress over the next 1-3 years. The project management effort has identified a series of next steps to advance e-citations including Phase 1: one-way travel of citation data from CSP to DOR/Judicial, and Phase 2: data optimization and deployment.

JeffCom911 CAD-to-CAD Data Spoke

The goal of the CAD-to-CAD Hub and Data Spoke is to automatically populate crash location data from emergency computer aided dispatch to responding agency databases/systems, such that real-time crash information feeding into

local law enforcement Records Management System (RMS) are auto transferred on to the relevant reporting agency's DR 3447 Crash Report.

Geocoding and Linear Referencing System Creation for Off-Highway System Crashes in City of Boulder

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

Denver County Geocoding

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

Crash Data Dashboard Enhancements

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

Linking EMS and Hospital Data

The post-crash care data has been identified as a key area requiring enhancement across Colorado. The Colorado Department of Public Health and Environment (CDPHE) has initiated a project aimed at integrating Emergency Medical Services (EMS) data with hospital data to improve the reconciliation process for crash-related data. Currently, discrepancies are observed in the final crash data reports due to inconsistencies among the various stakeholders involved. The overarching objective of this initiative is to develop a system that links EMS and hospital data, ensuring the accurate and comprehensive reporting of post-crash outcomes for individuals who are admitted to hospitals following a crash.

Traffic Records Project Prioritization

Grant Management

The STRAC oversees the solicitation, application, review, approval, and recommendation of NHTSA 405c grant projects to improve traffic records. In past years, a request for project applications was sent to every police department throughout the state, as well as all STRAC members, who then passed on the request to any appropriate associates.

For Federal Fiscal Year 2026 (FFY26), the STRAC will evaluate projects authorized for NHTSA 405c funding and will continue to encourage those projects that serve the key goals and objectives of this STRAC Strategic Plan. The STRAC will use the following schedule to guide its traffic records grant application and prioritization process for FFY26:

- FFY26 projects start after October 1, 2025, and end September 30, 2026
- Preliminary FFY27 project concepts due December 2025
- FFY27 short form applications due by February 2026
- FFY27 long form applications due April 2026
- Main approval of FFY27 projects (from NHTSA) in August/September 2026
- FFY27 projects end September 30, 2026, and end September 30, 2027

A copy of the most recent Traffic Records Assessment, Traffic Records Strategic Plan, and the NHTSA publication Model Performance Measures for State Traffic Records Systems are made available to applicants.

Project Prioritization Process

There is a formal process which the STRAC undertakes annually to approve, conditionally approve, or reject projects and further provide rankings when projects exceed funding. The overall criteria is that proposed 405c projects must improve Colorado's traffic records systems. If they meet that criteria and meet the goals of this Strategic Plan, then the projects are usually accepted, if funding is available. If the STRAC review identifies that the project cost outweighs the return on the investment, or it solely benefits the sponsoring agency internally, then the proposed project is rejected and sent back to the applicant with guidance about the denial and a request for corrections or further clarification. As a general rule, a four box analysis is conducted for each proposal received as indicated in Figure 2 below.

FIGURE 2. FOUR BOX PROJECT ANALYSIS



FFY 2023 Projects (October 2022 to September 2023)

Through May 2024, STRAC approved projects totaled \$1,020,662 for FFY 2023.

FFY 2024 Projects (October 2023 to September 2024)

Through May 2024, STRAC approved projects totaled \$1,149,049 for FFY 2024.

FFY 2025 Projects (October 2024 to September 2025)

Through May 2025, STRAC has approved projects for FFY 2025 totaling approximately \$1,502,965.

FFY 2026 Projects (October 2025 to September 2026)

As of May 2025, STRAC has identified projects for FFY 2026 totaling approximately \$1,300,000. Additional projects are likely to be identified, approved, and completed throughout 2026.

Traffic Records System Improvement Project Listing

In planning for future years, the STRAC considers projects expected to be ready to proceed soon and beneficial projects with less certainty regarding timing of when they will be ready to proceed. Table 2 describes the projects currently under consideration. The table includes both potential 405(c) projects and projects likely to be funded using other resources. See Action Plans for more detail, where available.

TABLE 2. TRAFFIC RECORDS IMPROVEMENT PROJECT LISTING BY PRIORITY

Project ID	Project Title	Completed	Statewide Goal(s)*	Lead Agency / Staff	Difficulty	Benefit	Priority Level	Funding Amount & Source**
	STRAC Executive Committee	✓	1, 2, 3	STRAC	Easy	High	0-2 years	N/A
	STRAC Crash Data Reporting	✓	1	CDOT	Easy	High	0-2 years	N/A
	MIRE FDE Intersection Data	✓	1	CDOT	Easy	High	0-2 years	N/A
	Improving Data Quality Control		1	STRAC	Easy	High	0-2 years	TBD
	Improving Data Dictionaries		1, 3	TRC	Easy	High	0-2 years	N/A
	MIRE FDE GIS Intersection Manager Tool		1	CDOT	Easy	High	0-2 years	N/A
	BESDT Electronic Crash Form (Phase III)		1, 2, 3	CDOT	Easy	High	0-2 years	\$237,360 405(c) for FFY'25
	Compare Injury Severity Between Crash Records and EMS/Hospital data		1, 2, 3	CDPHE	Easy	High	0-2 years	N/A
	Crash Manual Update & Training Materials	✓	1, 2, 3	CSP	Easy	High	0-2 years	N/A
	Statewide Traffic Safety Information Needs Survey	✓	1, 2, 3	CDOT	Easy	High	0-2 years	N/A
	FARS Program Support		1, 2, 3	CDOT	Easy	High	0-2 years	\$30,000 405(c) for FFY'25
	Vulnerable Road Users	✓	1	CDOT	Medium	High	2-5 years	N/A
	Electronic Citation Project Manager Phase I	✓	1, 2, 3	CDOR	Medium	High	2-5 years	\$214,500 405(c) for FFY'24
	Electronic Citation Project Manager Phase II		1, 2, 3	CDOR	Medium	High	2-5 years	\$341,740 405(c) for FFY'25
	Traffic Data Accessibility		1, 3	CDOT	Medium	High	2-5 years	\$625,000 405(c) for FFY '26
	EMS & Hospital Data Integration		1, 2, 3	CDPHE	Medium	High	0-2 years	405(c)

Project ID	Project Title	Completed	Statewide Goal(s)*	Lead Agency / Staff	Difficulty	Benefit	Priority Level	Funding Amount & Source**
	Latitude/Longitude Data Collection Improvement		1, 3	CSP	Medium	High	2-5 years	TBD
	Data Reconciliation		1, 2, 3	CDOT	Medium	High	2-5 years	TBD
	Coroner Crash Data Linkage		1, 3	CDOT	Medium	High	5+ years	TBD
	Case Management System Improvement		1, 2, 3	Judicial	Hard	High	5+ years	TBD
	Consolidated Crash Records Repository		1, 2, 3	STRAC	Hard	High	5+ years	TBD
	Targeted Enforcement System		1, 3	CSP	Hard	High	5+ years	TBD

* Statewide Goals: 1. Improve traffic records data for use in decision making to reduce transportation system fatalities and serious injuries. 2. Increase participation and collaboration in traffic records initiatives statewide. 3. Reduce barriers in electronic data transfer, data quality, linkage, and integration processes.

** N/A included within an existing project or program.

DATA QUALITY MANAGEMENT

Statewide Performance Measures and Metrics

The STRAC is implementing statewide data quality management by assessing the current state of each system in FY 2026 and establishing relevant performance targets. The STRAC will prioritize elements for accuracy and completeness improvement.

COMMITMENT TO THE STRATEGIC PLAN

STRAC Memorandum of Understanding (MOU)

The STRAC Voting Member agencies participate in a MOU which outlines their mutual commitment to improving traffic records in Colorado. A copy of the MOU is provided in Appendix B.

Action Plan

The STRAC has developed the following Action Plans to plan for and monitor progress of these individual work efforts. Additional Action Plans are in development and will be incorporated into this plan as they are completed.

Traffic Records Action Plan

Project Name: Creation of an Executive level STRAC Committee

Project ID: STRAC Executive Committee

Goals:

- Improve traffic records data for use in decision making to reduce transportation system fatalities and serious injuries
- Increase participation and collaboration in traffic records initiatives statewide
- Reduce barriers in electronic data transfer, data quality, linkage, and integration processes

Objective: Improve Data Timeliness, Accuracy, Completeness, Uniformity, Integration, and Accessibility

Task	Name	Timeline	Precursors	Dependents	Lead Agency / Staff	Current Status	Notes
1	Revisit STRAC MOU and Bylaws to formalize Executive Committee role & practice	FY 23	n/a	n/a	STRAC / Chair	Complete	Updated bylaws to formalize
2	MOU Update	FY 26	n/a	n/a	STRAC / Chair	Review FY 26	Update not required for FY 25

Project Name: 2019 Traffic Records Assessment Recommendation on Improving Data Quality Control Program

Project ID: Improving Data Quality Control

Goal: Improve traffic records data for use in decision making to reduce transportation system fatalities and serious injuries

Objective: Improve Data Accuracy

Task	Name	Timeline	Precursors	Dependents	Lead Agency / Staff	Current Status	Notes
1	Baseline Traffic Records Data Cleaning Efforts	FY 25		2	STRAC / Chair	In Process	
2	Prioritize Data Elements for Accuracy and Completeness Improvement	FY 25	1	3	STRAC / Chair	In Process	Tracking location data for Crash Data System. For citation data, 10 citation elements being tracked.
3	Develop Quality Improvement Plan for Priority Data Elements	FY 25	2	4	STRAC / Chair	In Process	
4	Develop Quality Improvement Performance Metrics for Priority Data Elements	FY 25	3		STRAC / Chair	In Process	

Project Name: 2019 Traffic Records Assessment Recommendation on Improving Data Dictionaries to Reflect Best Practices

Project ID: Improving Data Dictionaries

Goals:

- Improve traffic records data for use in decision making to reduce transportation system fatalities and serious injuries
- Reduce barriers in electronic data transfer, data quality, linkage, and integration processes

Objective: Improve Data Accessibility

Task	Name	Timeline	Precursors	Dependents	Lead Agency / Staff	Current Status	Notes
1	Complete Traffic Records Data Map	FY 23		2	STRAC / TRC	In process	Adapt to benefit from work of GDAB.
2	Complete Data Inventories <ul style="list-style-type: none"> • COGNOS • BESDT • MIRE • CHA • NEMSIS • COHID • CDPHE • FARS • OTIS • CORIS • DRIVES • Local Court • State Court • TMS • SAP 	FY 24 Start	1	3	STRAC / TRC	In process	
3	Complete Data Dictionaries	FY 24+	2		STRAC / TRC	Not started	

Project Name: 2019 Traffic Records Assessment Recommendation on Improving Interfaces to Reflect Best Practices

Project ID: STRAC Crash Data Reporting

Goal: Improve traffic records data for use in decision making to reduce transportation system fatalities and serious injuries

Objective: Improve Data Accessibility

Task	Name	Timeline	Precursors	Dependents	Lead Agency / Staff	Current Status	Notes
1	CDOT Crash Data Dashboard		N/A	2	CDOT / STRAC Voting Member	Complete	Dashboard
2	Roll Out Dashboard for General Use	FY 22	1	3	CDOT / STRAC Voting Member	Complete	Safety Summit & Webinars
3	Survey Users Re: Dashboard	FY 23	2		CDOT / STRAC Voting Member	Complete	User Feedback Workshops March 2023
4	Develop Fatal and Serious Injury Summary for STRAC reporting	FY 23	1		CDOT / STRAC Voting Member	Complete	

Project Name: 2021 Strategic Plan Recommendation to Complete MIRE intersections

Project ID: MIRE FDE Intersection Data

Goal: Improve traffic records data for use in decision making to reduce transportation system fatalities and serious injuries

Objective: Improve Data Completeness

Task	Name	Timeline	Precursors	Dependents	Lead Agency / Staff	Current Status	Notes
1	Advance Intersection Data Elements for public roads from 0% to 69% complete				CDOT / STRAC Voting Member	Complete	
2	Advance Intersection Data Elements for public roads from 69% to 100% complete	FY 22-23	1		CDOT / STRAC Voting Member	Complete	MIRE completion required by 9/30/26

Project Name: 2021 Strategic Plan Recommendation to Complete MIRE intersections

Project ID: MIRE FDE GIS Intersection Manager Tool

Goal: Improve traffic records data for use in decision making to reduce transportation system fatalities and serious injuries

Objective: Improve Data Completeness

Task	Name	Timeline	Precursors	Dependents	Lead Agency / Staff	Current Status	Notes
1	Migrate MIRE data to ArcGIS and complete Intersection Manager tool	FY 24-25			CDOT / STRAC Voting Member	In process	85% Complete

Project Name: 2019 Traffic Records Assessment Recommendation on Improving Interfaces to Reflect Best Practices

Project ID: BESDT Electronic Crash Form

Goals:

- Improve traffic records data for use in decision making to reduce transportation system fatalities and serious injuries
- Increase participation and collaboration in traffic records initiatives statewide
- Reduce barriers in electronic data transfer, data quality, linkage, and integration processes

Objective: Improve Data Accessibility

Task	Name	Timeline	Precursors	Dependents	Lead Agency / Staff	Current Status	Notes
1	Complete Inbound API (CDOT)	FY 22-23			CDOT / STRAC Voting Member	Complete	405(c)
2	Roll Out BESDT Electronic Crash Form	FY 25	1	3	CDOT / STRAC Voting Member	In process	405(c)
3	BESDT Electronic Crash Form Outreach & Training	FY 25	2		CDOT / STRAC Voting Member	Not Started	

Project Name: Crash Records Injury Severity Assessment

Project ID: Compare Injury Severity Between Crash Records and EMS/Hospital data

Goals:

- Improve traffic records data for use in decision making to reduce transportation system fatalities and serious injuries
- Increase participation and collaboration in traffic records initiatives statewide
- Reduce barriers in electronic data transfer, data quality, linkage, and integration processes

Objective: Improve Data Accuracy

Task	Name	Timeline	Precursors	Dependents	Lead Agency / Staff	Current Status	Notes
1	Report findings of data matching (Trauma v. Crash) effort previously funded by CDC	FY 25			CDPHE / STRAC Voting Member	Complete	
2	Identify Crash Record Injury Severity Improvement Strategies	FY 26	1		STRAC / TRC	Not Yet Started	Officer's Crash Reporting Manual, officer training, data integration

Project Name: Investigating Officers Crash Reporting Manual

Project ID: Crash Manual

Goals:

- Improve traffic records data for use in decision making to reduce transportation system fatalities and serious injuries
- Increase participation and collaboration in traffic records initiatives statewide
- Reduce barriers in electronic data transfer, data quality, linkage, and integration processes

Objective: Improve Data Accuracy, Completeness

Task	Name	Timeline	Precursors	Dependents	Lead Agency / Staff	Current Status	Notes
1	Identify Crash Manual task force participants	FY 22			CSP / STRAC Voting Member	Complete	
2	Perform a user survey	FY 23	1	4	STRAC / TRC	Complete	
3	Review DR 3447 crash data	FY 23-24		4	STRAC / TRC	Complete	
4	Update Crash Manual and develop implementation plan	FY 23-25	1,2,3		STRAC / TRC	In process	Update is complete, implementation plan is in development.

Project Name: Statewide Traffic Safety Information Needs Survey

Project ID: Statewide Traffic Safety Information Needs Survey

Goals:

- Improve traffic records data for use in decision making to reduce transportation system fatalities and serious injuries
- Increase participation and collaboration in traffic records initiatives statewide
- Reduce barriers in electronic data transfer, data quality, linkage, and integration processes

Objective: Improve Data Timeliness and Accessibility

Task	Name	Timeline	Precursors	Dependents	Lead Agency / Staff	Current Status	Notes
1	Identify key areas of interest and target survey audience	FY 24			CDOT / STRAC Voting Member	Complete	
2	Prepare survey and collect responses	FY 24-25	1		STRAC / TRC	Complete	
3	Analyze findings and report	FY 24-25	2		STRAC / TRC	Complete	

Project Name: Electronic Citation Project

Project ID: Electronic Citation Project

Goals:

- Improve traffic records data for use in decision making to reduce transportation system fatalities and serious injuries
- Increase participation and collaboration in traffic records initiatives statewide
- Reduce barriers in electronic data transfer, data quality, linkage, and integration processes

Objective: Improve Data Integration

Task	Name	Timeline	Precursors	Dependents	Lead Agency / Staff	Current Status	Notes
1	Initiate Task Force	FY 22			CSP / STRAC Voting Member	Completed	
2	Identify uniform citation data standards	FY 22-24	1		CSP / STRAC Voting Member	In process	405(c)
3	Identify electronic data transmission requirements and scope for each agency (LEAs, Judicial, CDOR, CICJIS)	FY 24	2		OIT / CICJIS	In process	405(c)
4	Develop project funding and implementation plan	FY 24	3		OIT / CICJIS	In process	405(c)
5	Complete initial project build	FY 24	4		CDOR / STRAC Voting Member	Not Started	405(c)
6	Phase 1 CSP RDW-CICJIS API	FY 24-25	5		OIT / CICJIS, CSP	In process	405 (c)
7	Phase 1 CICJIS AWS-DOR API	FY 24-25	5		OIT / CICJIS, DOR	In process	405 (c)
8	Phase 1 CICJIS AWS-Judicial API for unpaid citations	FY 24-25	5		OIT / CICJIS, Judicial	In process	405 (c)
9	Phase 1 CSP RDW-Judicial API for summons	FY 24-25			OIT / CSP, Judicial	In process	405 (c)
10	Phase 1 go live with pilot group	FY 25-26	6, 7, 8		OIT / CICJIS, CSP, DOR, Judicial	Not Started	405 (c)
11	Phase 2 data optimization	FY 26+	9		CICJIS / CSP, DOR, Judicial	Not Started	405 (c)
12	Phase 2 extend deployment	FY-26+	10		CICJIS / CSP, DOR, Judicial	Not Started	

Project Name: Traffic Data Accessibility

Project ID: Traffic Data Accessibility

Goals:

- Improve traffic records data for use in decision making to reduce transportation system fatalities and serious injuries
- Reduce barriers in electronic data transfer, data quality, linkage, and integration processes.

Objective: Improve Data Accessibility

Task	Name	Timeline	Precursors	Dependents	Lead Agency / Staff	Current Status	Notes
1	Traffic Data Accessibility project scoping activities	FY 25			CDOT / STRAC Voting Member	In process	
2	TBD based on project scoping	FY 25+			CDOT / STRAC Voting Member	Not Started	

Project Name: Latitude/Longitude Data Collection Improvement

Project ID: Latitude/Longitude Data Collection Improvement

Goals:

- Improve traffic records data for use in decision making to reduce transportation system fatalities and serious injuries
- Reduce barriers in electronic data transfer, data quality, linkage, and integration processes.

Objective: Improve Data Accuracy

Task	Name	Timeline	Precursors	Dependents	Lead Agency / Staff	Current Status	Notes
1	ID and document data collection challenges	FY 25			CSP / STRAC Voting Member	In process	
2	Develop strategies	FY 25	1	3	CSP / STRAC Voting Member	Not Started	
3	Strategy implementation	FY 25+	2		CSP / STRAC Voting Member	Not Started	

Project Name: Data Reconciliation

Project ID: Data Reconciliation

Goals:

- Improve traffic records data for use in decision making to reduce transportation system fatalities and serious injuries
- Increase participation and collaboration in traffic records initiatives statewide
- Reduce barriers in electronic data transfer, data quality, linkage, and integration processes.

Objective: Improve Data Timeliness, Accuracy, Integration, and Accessibility

Task	Name	Timeline	Precursors	Dependents	Lead Agency / Staff	Current Status	Notes
1	Determine data set/transfer to investigate	FY 25-26		2	CDOT / STRAC Voting Member	In process	CDOT crash data
2	Reconcile data sets routinely transferred between entities, ID recurring topics/ data elements	FY 25-26	1	3	CDOT / STRAC Voting Member	In process	CDOT crash data
3	ID permanent solutions for recurring topics	FY 26+	2	3	CDOT / STRAC Voting Member	Not Started	
4	Follow up on user satisfaction	FY 26+	3		CDOT / STRAC Voting Member	Not Started	

Project Name: Vulnerable Road Users

Project ID: Vulnerable Road Users

Goals:

- Improve traffic records data for use in decision making to reduce transportation system fatalities and serious injuries

Objective: Improve Data Quality

Task	Name	Timeline	Precursors	Dependents	Lead Agency / Staff	Current Status	Notes
1	ID locations of VRU crashes	FY 24			CDOT / STRAC Voting Member	Complete	2023 Colorado Vulnerable Road User Safety Assessment (CDOT)
2	ID trends based on geographic location	FY 24			CDOT / STRAC Voting Member	Complete	See above
3	ID countermeasures at “hot spot” locations	FY 26+			CDOT / STRAC Voting Member	Not Started	

Project Name: Colorado Judicial Case Management System Improvement

Project ID: Case Management System Improvement

Goals:

- Improve traffic records data for use in decision making to reduce transportation system fatalities and serious injuries
- Increase participation and collaboration in traffic records initiatives statewide
- Reduce barriers in electronic data transfer, data quality, linkage, and integration processes.

Objective: Improve Data Accessibility

Task	Name	Timeline	Precursors	Dependents	Lead Agency / Staff	Current Status	Notes
1	Case Management System project data collection and mapping	FY 25			Judicial / STRAC Voting Member	Complete	
2	Request for Proposal	FY 26+			Judicial / STRAC Voting Member	Not Started	RFP planned for late 2025
3	Vendor Selection and Elicitation	FY 26+				Not Started	

Project Name: Consolidated Crash Records

Project ID: Consolidated Crash Records Repository

Goals:

- Improve traffic records data for use in decision making to reduce transportation system fatalities and serious injuries
- Increase participation and collaboration in traffic records initiatives statewide
- Reduce barriers in electronic data transfer, data quality, linkage, and integration processes.

Objective: Improve Data Accessibility, Uniformity, Integration

Task	Name	Timeline	Precursors	Dependents	Lead Agency / Staff	Current Status	Notes
1	Update STRAC Distribution to reach a wider audience	FY 22		2	STRAC / TRC	Complete	
2	Develop a survey of crash records users	FY 23	1		STRAC / TRC	Complete	
3	Identify existing data sharing agreements	FY 25			STRAC / TRC	Not Started	
4	Identify traffic records training needs	FY 24	1,2		STRAC / STRAC	Complete	

Project Name: Linking EMS and Hospital Data

Project ID: EMS and Hospital Integration

Goals:

- Improve traffic records data for use in decision making to reduce transportation system fatalities and serious injuries
- Increase participation and collaboration in traffic records initiatives statewide
- Reduce barriers in electronic data transfer, data quality, linkage, and integration processes.

Objective: Improve Data Accessibility, Uniformity, Integration

Task	Name	Timeline	Precursors	Dependents	Lead Agency / Staff	Current Status	Notes
1	Confirm data is clean, usable and transferable between EMS and Hospital software's	FY 26+		2	CDPHE / TRC	Not Started	405(c)
2	Build bi-directional connection between the EMS and Hospital data system	FY 26+	1		CDPHE / TRC	Not Started	405(c)
3	Test and implement transmittal of data between systems	FY 26+			CDPHE / TRC	Not Started	405(c)
4	Identify/report out on opportunities to improve post-crash care in around the state	FY 26+	1,2		CDPHE / STRAC	Not Started	

Project Name: Connecting Coroner Data with Crash Data

Project ID: Coroner Crash Data Linkage

Goals:

- Improve traffic records data for use in decision making to reduce transportation system fatalities and serious injuries
- Reduce barriers in electronic data transfer, data quality, linkage, and integration processes.

Objective: Improve Data Accessibility, Uniformity, Integration

Task	Name	Timeline	Precursors	Dependents	Lead Agency / Staff	Current Status	Notes
1	Identify impairment data disconnects between finalized crash data and coroner data	FY 25		2	CDOT / TRC	In process	
2	Develop strategies for improving the fatal crash reporting process and connecting CDOT data with coroner data	FY 26+	1		CDOT / TRC	Not Started	
3	Implement new strategies for improving crash data for impairment in fatal crashes	FY 26+			CDOT / TRC	Not Started	

APPENDIX A. 2019 TRAFFIC RECORDS ASSESSMENT



State of Colorado

Traffic Records Assessment

November 25, 2019

National Highway Traffic Safety Administration

Technical Assessment Team





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Introduction

This Traffic Records Program Assessment is the second of the online question-and-answer evaluations of Colorado's traffic records systems and is built upon the assessment of five years ago. Since the last assessment, Colorado has worked diligently in all areas of their traffic records systems and should be commended for the improvements they have made in their traffic data systems and the plans they have for future improvements.

The State Traffic Records Coordinating Committee (TRCC) is known as the State Traffic Records Advisory Committee (STRAC) and includes both voting and non-voting representatives from all six systems as well as other stakeholders. The State has also hired a contractor to assist with the duties of the STRAC as well as monitoring and improving traffic records. Colorado updates its Strategic Plan annually and the STRAC has done a good job at funding law enforcement agencies; however, an effort should be made to also fund projects to increase completeness and integration of State traffic records databases. The Strategic Plan includes some performance measures for the traffic records systems, but many of the system owners are not familiar with them. Quantifiable system performance measures are always a crucial piece for the planning, management, and evaluation for all effective traffic records systems. Colorado is encouraged to continue their efforts on implementing and tracking meaningful performance measures as they relate to the core traffic records systems.

The Colorado Department of Revenue (CDOR) has deployed a new driver, vehicle and crash traffic records system since the last traffic records assessment known as DRIVES (Driver License, Record, Identification and Vehicle Enterprise Solution). This new system has improved functionality and is also meeting many of the NHTSA Traffic Records Program Assessment Advisory ideals. Colorado is also in the process of joining the AAMVA State-to-State (S2S) program.

Colorado has updated their crash report since the last assessment and approximately 50% of the crash reports are completed and submitted electronically. Efforts are in place to increase electronic submission and once this is accomplished CDOR will begin reporting additional performance measures to the STRAC. These efforts will afford an opportunity to provide valuable feedback to law enforcement regarding timeliness, accuracy, completeness and uniformity of the crash data.

Colorado has a solid citation and adjudication system with 98% of the county courts using the State's case management system. However, most municipal courts do not. The STRAC should coordinate efforts for all courts to utilize the State's case management system, which is electronically integrated with the Department of Motor Vehicles.

The Roadway system in Colorado is moving in a positive direction with the implementation of a location referencing system for all State public roads. However, the State does not support a statewide enterprise roadway system. As plans for the All Roads Network move forward Colorado is encouraged to implement an enterprise roadway system including at least the MIRE Fundamental Data elements (FDEs) for all Colorado Public Roads.

Colorado has all five major components of an ISS and the available data are accessible to traffic safety stakeholders. Improvements could be made in establishing relevant performance measures and providing reports to the STRAC. These reports could provide valuable data that could guide future improvements to the core traffic records systems.





Finally, in the area of data integration the State has an excellent data governance framework through its Government Data Advisory Board. Continued efforts in data integration of the core data systems will continue to move Colorado forward in improving traffic safety programs that will ultimately have an impact on reducing traffic fatalities.





Assessment Results

A traffic records system consists of data about a State's roadway transportation network and the people and vehicles that use it. The six primary components of a State traffic records system are: Crash, Driver, Vehicle, Roadway, Citation/Adjudication, and Injury Surveillance. Quality traffic records data exhibiting the six primary data quality attributes—timeliness, accuracy, completeness, uniformity, integration, and accessibility—is necessary to improve traffic safety and effectively manage the motor vehicle transportation network, at the Federal, State, and local levels. Such data enables problem identification, countermeasure development and application, and outcome evaluation. Continued application of data-driven, science-based management practices can decrease the frequency of traffic crashes and mitigate their substantial negative effects on individuals and society.

State traffic records systems are the culmination of the combined efforts of collectors, managers, and users of data. Collaboration and cooperation between these groups can improve data and ensure that the data is used in ways that provide the greatest benefit to traffic safety efforts. Thoughtful, comprehensive, and uniform data use and governance policies can improve service delivery, link business processes, maximize return on investments, and improve risk management.

Congress has recognized the benefit of independent peer reviews for State traffic records data systems. These assessments help States identify areas of high performance and areas in need of improvement in addition to fostering greater collaboration among data systems. In order to encourage States to undertake such reviews regularly, Congress' Fixing America's Surface Transportation Act (FAST ACT) legislation requires States to conduct or update an assessment of its highway safety data and traffic records system every 5 years in order to qualify for §405(c) grant funding. The State's Governor's Representative must certify that an appropriate assessment has been completed within five years of the application deadline.

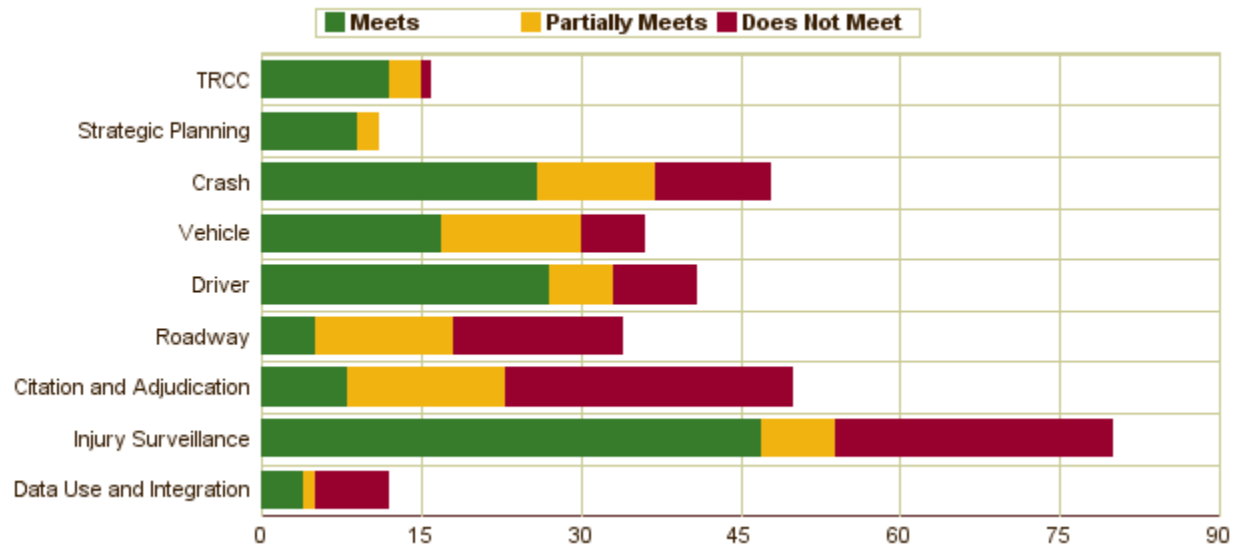
Out of 328 assessment questions, Colorado met the Advisory ideal for 155 questions (47%), partially met the Advisory ideal for 71 questions (22%), and did not meet the Advisory ideal for 102 questions (31%).

As Figure 1: Rating Distribution by Module illustrates, within each assessment module, Colorado met the criteria outlined in the Traffic Records Program Assessment Advisory 75% of the time for Traffic Records Coordinating Committee Management, 82% of the time for Strategic Planning, 54% of the time for Crash, 47% of the time for Vehicle, 66% of the time for Driver, 15% of the time for Roadway, 16% of the time for Citation and Adjudication, 59% of the time for EMS / Injury Surveillance, and 33% of the time for Data Use and Integration.





Figure 1: Rating Distribution by Module



States are encouraged to use the recommendations, considerations and conclusions of this report as a basis for the State data improvement program strategic planning process, and are encouraged to review the report at least annually to gauge how the State is addressing the items outlined.

Recommendations & Considerations

According to 23 CFR Part 1200, §1200.22, applicants for State traffic safety information system improvements grants are required to maintain a State traffic records strategic plan that—

“(3) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (4) Identifies which such recommendations the State intends to implement and the performance measures to be used to demonstrate quantifiable and measurable progress; and (5) For recommendations that the State does not intend to implement, provides an explanation.”

The following section provides Colorado with the traffic records assessment recommendations and associated considerations detailed by the assessors. The broad recommendations provide Colorado flexibility in addressing them in an appropriate manner for your State goals and constraints. Considerations are more detailed, actionable suggestions from the assessment team that the State may wish to employ in addressing their recommendations. GO Teams, CDIPs (Crash Data Improvement Program) and MMUCC Mappings are available for targeted technical assistance and training.

TRCC Recommendations

None

Considerations for implementing your TRCC recommendations

- The STRAC may want to reference NHTSA's Model Performance Measures for State Traffic Records Systems (DOT HS 811 441) and use the examples to create data quality performance measures for all





six traffic records systems.

- The State has made a good start towards a traffic records inventory with the Traffic Records Resource Guide and Inventory. They may wish to fill in the missing information as well as include the data elements and attributes available in the systems. The contact list will help current and future users to make use of the Guide.

Summary

The State's TRCC group, the State Traffic Records Advisory Committee (STRAC), includes both voting and non-voting representatives from all six systems as well as other stakeholders. The STRAC contains both executive level members and technical committee members. The Governor's Office of Information Technology (OIT) is mandated by statute to execute IT projects for State agencies and is represented on the STRAC. The committee meets six times a year.

The members are empowered to direct resources and a regularly updated Memorandum of Understanding has been in place since 2016 that authorizes the committee and is signed by all agency executives. A set of bylaws illustrates that the STRAC functions as a TRCC. In addition to the strategic plan, the STRAC also produces an annual report to monitor project progress.

The State has a designated Traffic Records Coordinator; the DOT Traffic Safety Engineer Crash Data Intelligence Unit Manager fulfills these duties. The State has also hired a contractor to assist with the duties of the STRAC and monitoring and improving traffic records.

The STRAC reviews and recommends projects for funding with 405c funds. While 405c funds are managed by the Department of Transportation, the STRAC representative from CDOT presents all applications to the committee for consideration, selection, and approval. Those choices are then sent to NHTSA for final approval.

The STRAC meetings give stakeholders the opportunity to provide feedback and suggestions about each other's systems. This is especially important during the planning phases of projects. The committee appears to run well and has been engaged in projects that will improve traffic records.

Strategic Planning Recommendations

None

Considerations for implementing your Strategic Planning recommendations

- The committee is to be commended for including plans to increase input of others by conducting a survey of State and local data users to identify their needs and goals and incorporate them into the strategic plan. STRAC may wish to consider expanding the grant application distribution beyond law enforcement agencies and include specific questions in surveys to data users to understand training





and technical assistance needs.

- STRAC updates the Strategic Plan annually and also produces an annual report, yet the Strategic Plan includes outdated milestones for activities. As part of the annual update, STRAC should update the status of the activities and reflect any new information that result. For example, if an activity is intended to establish a baseline for a performance measure, the Strategic Plan should then include that performance measure and related metric.
- It may be helpful for STRAC to expand the dissemination of the Strategic Plan and consider ways to further buy in and understanding of the State's strategic traffic records goals to its partner agencies. It is apparent from responses to other modules that the respondents are not familiar with the performance measures in the Strategic Plan.

Summary

Colorado's Strategic Traffic Records Advisory Committee is well established, and includes representatives from federal, State, and local agencies. STRAC updates its Strategic Plan annually, also producing an annual report that details the status of grant projects. STRAC strives to increase input of local agencies through surveys of State and local data users, to better understand their needs and incorporate them in the Strategic Plan.

The State's Strategic Plan includes countermeasures for at least one area of performance for each of the data systems. Countermeasures include improving data dictionaries, documenting work flows and schema, implementing electronic reporting, and similar activities. STRAC closely tracks performance and progress for grant projects. The State emphasizes performance measures for grant projects and indicates that they require grant projects to support achievement of the State's goals. The Strategic Plan includes action items for establishing overall performance measures, clarifying measures, or establishing baselines. However, many of the milestones or target dates for these action items have passed without an update to the performance measures in the Strategic Plan.

The Strategic Plan outlines how projects are prioritized. The Strategic Plan includes the Traffic Records Assessment recommendations; the application and project selection could be clarified to link the proposed project to the identified need or recommendation it plans to address.

Lifecycle costs are discussed during STRAC meetings, yet the definition of lifecycle costs and how they are considered is not described in the Strategic Plan.

The Strategic Plan includes projects that support federal system compliance, training and technical assistance, and new technologies, including electronic crash reporting, computers for law enforcement, real-time communication, and related technologies.





Crash Recommendations

1. Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
2. Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
3. Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Crash recommendations

- The State should consider implementing a formal crash record retention policy.
- The State should consider developing performance measurements for accessibility, uniformity and integration which includes the calculation method, a baseline, actual values and percent change.

Summary

All crash report data, including legacy data, is stored in the Colorado Department of Revenue (DOR) DRIVES system and is accessible to DOR staff through their application. An automated extract is sent to Colorado Department of Transportation (CDOT) to use in their reporting analytics. Once the DOR DRIVES system is fully developed and implemented the State expects to make further steps towards the NHTSA Traffic Records Assessment Advisory ideal. Currently, Colorado has many strong points worth noting.

The State utilized the Model Minimum Uniform Crash Criteria (MMUCC), and ANSI standards as its primary sources for defining its crash system. Colorado had its crash report evaluated by NHTSA with regard to their compliance to the MMUCC 5th Edition, with the mapping used as a guideline for the development of the current crash report form and the Traffic Accident Reporting Manual.

Colorado has clearly defined custodial responsibility for the statewide crash system, requiring all reportable crashes (defined by statute) be submitted and stored by the DOR. Investigating officers are required to submit a crash report within 5 days of receiving information or completion of their investigation. Automated edit checks and validation rules are in place to ensure that entered data fall within acceptable values and is logically consistent among data elements.

The State has mature processes to identify crash patterns, examine roadway features, and behavioral characteristics for a particular location. Quarterly reports further identify hot spots, crash factors for fatal and injury crashes, and impaired crashes. These quarterly reports are used by law enforcement to prioritize activity. The CDOT uses crash data for before-and-after roadway project studies to help evaluate effectiveness.

The State has in place key processes governing the collection, reporting, and posting of crash data including the submission of fatal crashes to the State FARS unit as well as submitting commercial vehicle crashes to





SafetyNet.

The State has implemented quality control to manage errors and incomplete data found on crash reports. The State tracks changes to the original report and maintains a history of the different versions of that crash report.

CDOT annually examines the data for significant changes in data submission rate including total crashes as well as changes in individual fields such as DUI, injury level etc.

Though the State has many noteworthy processes in place there is opportunity to improve and expand. Even though the crash data retention and archival storage policies currently meet the needs of safety engineers and other users a more formal retention policy could be considered to ensure this remains the case for long-term access to the crash data.

Crash, vehicle, and driver datasets are all housed in the same DOR DRIVES system. The State should consider methods to leverage real-time data interfaces between crash and these other two datasets, which would allow for verification and validation of driver information, and identify inconsistencies between the crash and driver records, and between the crash and vehicle records.

Colorado indicated that crash and citation/adjudication information are all contained within DRIVES system so an interface is in place. The State notes, however, that there is no cross-population of data elements on the crash report and citation. The State should consider what cross-population of data elements are available that could facilitate later integration activities.

Though the State had no timeliness, accuracy or completeness performance measures in place, the STRAC Strategic Plan 2016-2019, showed a good understanding of what was needed for these performance measurements. And that these hadn't been fully realized because of delays in the full implementation of the DOR DRIVES system.

However, a review of the Traffic Records Strategic Plan did not reveal similar attempts to measure uniformity performance beyond training law enforcement officers on the new DR 3447 (crash form) and by December 31, 2018, developing a uniform data dictionary for the Crash record system. Accessibility and integration were two other performance measures not clearly defined in the State's Traffic Records Strategic Plan. The State is encourage to refer to "NHTSA Traffic Records Program Assessment Advisory," specifically the examples for quality control measurements for crash data systems, as a resource for identifying and implementing measures for these traffic records datasets.

Vehicle Recommendations

4. Improve the data quality control program for the Vehicle data system to reflect best practices





identified in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Vehicle recommendations

- The Colorado Department of Revenue, Division of Motor Vehicles, should seriously consider, to provide the TRCC with regular data quality management reports. This connection and activity would provide additional support, and perhaps funding assistance, for future upgrades to their existing records system.

Summary

The Colorado Department of Revenue, Division of Motor Vehicles is the custodial agency for the State's Vehicle Records. The State has undertaken an improvement effort in their vehicle records system since their last Traffic Records Assessment in 2015, with the implementation of a new vehicle record system titled DRIVES.

This effort is noteworthy. The new DRIVES system includes all of the data features necessary for the titling and registration of each vehicle under their jurisdiction. Among the agency's system strengths are the system description, guidelines, and data dictionary.

Each VIN is validated using a VIN verification process. All title and registration documents are bar coded using, at a minimum, the 2D standard. The system submits all vehicle titling transactions to query NMVTIS before a new title issuance. NMVTIS and AAMVA title brands are all incorporated for all titles issued.

It was reported that Colorado does participate in PRISM. However, they did not provide the necessary documentation/evidence to support this response.

Another new system strength is in the data dictionary area. Within the system data dictionary portion, it was reported that definitions for each field existed. At the time of this assessment, only minimal supporting information was supplied and while good, did not allow for an "ideal" finding. Edit check and data collection guidelines that correspond to definitions are evident. In addition, collection, reporting, and posting procedures for registration, titles, and titling brands are formally documented.

The procedures and policies section started with a process flow chart as evidence that pointed to a process flow, but lacked enough specificity to consider it as the ideal process. However, a strength does appear in the stolen vehicle subjects. Within DRIVES, reported stolen vehicles are flagged in the system. Stolen vehicle flags are removed when recovery reports are received. In addition, a nightly listing report of all recovered stolen vehicles is generated.

Within DRIVES, all title brand history is carried forward on all newly issued Colorado titles. All the steps in the title and registration processes are documented from beginning to final issuance. The processing time and goals are documented as well.





There are no diagrams or narratives available for key alternative process flows or times. Also, there are no diagrams or narratives for processes of error correction and error handling. However, it is encouraging that there are plans to resolve these issues as soon as a system stabilization effort is completed.

The vehicle and driver system are both within the DRIVES. Both the vehicle and driver systems use the same personal information and conventions to ideally interface both systems. All users of DRIVES use the same conventions. In addition, procedures are in place to identify discrepancies, but sample manuals or excerpts were not available to confirm this information.

If a weakness exists, it is within the quality control section. This may only be because very limited document evidence was provided in support of this section. It was indicated that all titles and registrations are processed in real-time and that descriptions are edited/corrected when entered. It was said that automated edit checks and validation rules do exist, but no evidence was offered to support it.

The State does have an established protocol to grant authority for its highest-level staff to be able to amend obvious errors and omissions within the state-wide vehicle system.

It was reported that quality control performance measures existed for timeliness, accuracy, completeness, uniformity, integration, and accessibility. An example of customer service performance was offered and referenced the charts and graphs of this example. While there is some relationship to customer service measures, the sample provided only marginal documentation.

There exists a very good example of data quality feedback opportunity for all DRIVES key users. They are regularly communicated to using multiple existing State and local committees. The State's DRIVES Governing Committee plays a critical role in this communication.

The lack of any independent sample-based audits conducted periodically vehicle reports and related data-based contents is a weakness. This and the failure to provide data quality management reports to the TRCC are examples of issues that could be resolved quickly and benefit both the Agency and the vehicle records system.

As mentioned in the beginning, the DRIVES is an excellent vehicle records system and with minimal effort could be an outstanding example.

Driver Recommendations

5. Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.





Considerations for implementing your Driver recommendations

- Colorado should consider establishing a separate DUI tracking system, based on the driver, vehicle, and crash data that are integrated in the DRIVES system. Such tracking system may combine DUI-specific data from all three data systems and track the extent, frequencies, and relationships of various DUI incidents (e.g., DUI arrests, DUI-related crashes, DUI convictions, etc.) in the State, in order to identify ways to better control DUI's in Colorado. DUI tracking system may especially improve the State's ability to recognize and identify the prevalence of drug-specific DUI incidents and drug-related crashes that are becoming an increasing problem in the U.S. States in recent years.
- Although some trend analyses are already preformed, Colorado should consider conducting periodic comparative and trend analyses to examine and evaluate variations in quality of driver data across years and jurisdictions.
- Driver data system quality management reports based on performance measures should be provided to the State's STRAC for regular review.
- The State should consider developing a formal data quality control program. Such program would give the State greater ability to recognize the quality attributes of the driver system data. Like already established timeliness performance measure, Colorado should consider establishing accuracy, completeness, uniformity, integration, and accessibility performance measures. These measures would greatly improve the capability to effortlessly recognize areas within the driver system that need improvement. In addition, the State should consider performing periodic independent sample-based audits for the driver data system as they are envisioned by the Advisory.

Summary

The Driver Services of the Colorado Department of Revenue has custodial responsibility for the Colorado driver data system. Colorado replaced, in recent years, their outdated driver license and titling and registration systems with the modern Driver License, Record, Identification and Vehicle Enterprise Solution (DRIVES) system. The new DRIVES system contains all critical information and records pertaining to drivers in the State and includes records of commercially licensed drivers.

As part of the implementation of the DRIVES system, the State created well-structured and detailed manual related to different driver licensure procedures – the Driver License Operating Procedure Manual. The manual specifies information pertaining to updates of the driver data system with novice driver, motorcycle, and driver improvement training histories. The driver data system also captures the dates of original issuance for all permits, licenses, and endorsements.

Colorado maintains its driver data system in accordance with federal standards. Specifically, the driver system interacts with the National Driver Register's Problem Driver Pointer System (PDPS) and the Commercial Driver's License Information System (CDLIS). The contents of the driver system are documented in the DRIVES system, with definitions for each data field and with information on valid data field values, including null codes. Furthermore, the DRIVES system performs edit checks and data validation procedures during data entry and interface transactions. In addition, Colorado has established reviews of the daily audit reports related to the driver data system.





In addition to the Driver License Operating Procedure Manual, Colorado maintains other up to date documentation related to licensing, permitting, and endorsement issuance, as well as to procedures for reporting and recording convictions, driver education and improvement courses, and other information that may result in a change of license status. The State driver data system is supported with detailed data process flow diagrams, which depict details related to key data process flows and inputs from other data systems. Colorado does not purge data from the driver data system.

Colorado has established processes to detect and prevent specific fraudulent activities. The Department of Revenue Motor Vehicle Investigation Unit investigates and prevents fraudulent attempts concerning driver license, identification cards, motor vehicle titles, registration, and other related documents. The same Unit is also responsible to detect internal fraud by individual users or examiners. For example, the Unit performs periodic audits of the employee transactions and investigates reported fraudulent activities by the State employees. The Colorado CDL Testing Compliance Unit has responsibility to follow the State's established procedures for detecting CDL fraudulent activities.

Colorado currently obtains the previous State of Record only for CDL drivers through CDLIS. The State is in the process to join the State-to-State (S2S) program, which will allow for the exchange of the driver record information electronically for non-CDL drivers. Colorado expects to accomplish this by January 2020. The State uses multi-tiered approval procedure to control and track access and release of driver information.

The State's driver, vehicle, and crash data are integrated into the DRIVES system. Although Colorado does not have a separated DUI tracking system, DUI arrests and convictions data are transferred to the driver system. There is an interface link between the State's driver data system and the Problem Driver Pointer System (PDPS), the Commercial Driver License Information System (CDLIS), the Social Security Online Verification (SSOLV), and the Systematic Alien Verification for Entitlements (SAVE). Authorized law enforcement agencies and courts can be granted access to the Colorado driver data system.

Colorado performs edit checks and data monitoring to ensure quality of data entered into the driver system. Furthermore, the State performs a comparison of data entered at the driver license office with data that are in the DRIVES system. The State also has procedures to detect high frequency errors and to communicate data quality feedback from key users to data managers. The State's Research and Analysis Division performs trend analyses based on the driver system. Colorado does not provide data quality management reports to the TRCC for regular review.

In many ways, as described above, the recently modernized Colorado driver data system exemplifies the qualities of the ideal system. Still, like most other U. S. States, Colorado lacks a formal comprehensive data quality management program for its driver data system. While the State does not have established performance measures for accuracy, completeness, uniformity, integration, and accessibility, Colorado has established timeliness performance measure of the driver data system.





Roadway Recommendations

6. Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
7. Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
8. Improve the interfaces with the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Roadway recommendations

- Consider developing an enterprise roadway system including at least the MIRE Fundamental Data elements (FDEs) for all Colorado Public Roads. The roadway system could be implemented with the new All Roads LRS project. The project is compatible with the FHWA system's All Road Network of Linear Referenced Data (ARNOLD).
- Consider development of a comprehensive data dictionary for the enterprise roadway system. The dictionary should include definitions of all data elements and attributes, all data collection guidelines, procedures for updating the data dictionary, and procedures to keep the data dictionary consistent with the roadway component's applicable forms (e.g., crash report form, EMS run reports, citations). An updated "Geometrics Field Data Collection Manual" could provide some of the information for the data dictionary. The roadway data dictionary could also be a part of the State's Traffic Records Inventory.
- Consider development of roadway core system performance measures for monitoring and reporting progress of the data quality characteristics (timeliness, accuracy, completeness, uniformity, integration, and accessibility). Development of the new All Roads LRS project provides an excellent opportunity to adopt roadway performance measures.
- The State might consider development of a representative group of local and State roadway system safety stakeholders to put in place formal procedures to collect, manage, and submit local agency roadway data to the enterprise roadway system. This could be accomplished through collaborative efforts led by the Colorado STRAC.

Summary

The Colorado Department of Transportation (CDOT) has a geospatial roadway system. The system supports the ability to map all Colorado public roads. In addition to the geospatial system, all State maintained roads are included in a mature legacy linear referencing system (LRS) maintained by CDOT. The Colorado roadway system includes approximately 9,200 miles which are State maintained (10%) of the total centerline miles and approximately 79,113 miles (90%) being non-State maintained roads. Colorado has the ability to identify crash locations using the legacy referencing system on State maintained roadways. The legacy





system also supports an impressive traffic safety analytical system.

Colorado is similar to many other States nationally, in that it is in the process of transitioning to the requirements of MAP-21, the Moving Ahead for Progress in the 21st Century Act. MAP-21 requires States to have a safety data system in place for all public roads that can be used to perform analyses supporting the strategic and performance-based goals in the Highway Safety Improvement Program (HSIP) and the Strategic Highway Safety Plan (SHSP). MAP-21 also provides guidance on collecting a subset of the Model Inventory of Data Elements (MIRE). The data element subset identified by the Federal Highway Administration (FHWA) is referred to as the Fundamental Data Elements (FDEs). The FDEs are the basic roadway data elements recommended to be collected and linked with crash data for analysis to identify safety problems and to make more effective safety countermeasure decisions for the HSIP. CDOT currently maintains roadway and traffic data for the State maintained roadways and those non-State roads included in the State's HPMS annual submittal. CDOT is implementing a project, when complete, will provide a compatible location referencing system for all State public roads. The project is compatible with the FHWA system called the All Road Network of Linear Referenced Data (ARNOLD). It appears, the State has successfully put in place the ability to conduct mapping compatibilities for all public roads. This is recognized as a best practice, and positions the State well on its way to implement a statewide comprehensive enterprise roadway system. However, beyond this accomplishment, information about the project status was not clear, including expectations for its full implementation.

Because of the emphasis on the All Roads Network project, documentation for the current roadway system is lacking. There is a data dictionary for those roadway data elements collected for the State maintained roads. The State maintained dataset includes the MIRE FDEs, but they are not noted in the data dictionary. CDOT has completed a comparison of all data elements included in the current data dictionary compared to the MIRE data elements. Plans are in place to update the data dictionary to identify and note those currently collected elements that conform to the MIRE definitions. Beyond these minor improvements in the roadway system documentation, the State does not support a statewide enterprise roadway system. As plans for the All Roads Network move forward Colorado is encouraged to consider tasks to put in place an enterprise roadway system including at least the MIRE Fundamental Data elements (FDEs) for all Colorado Public Roads. In order for an effort of this magnitude to be successful it is expected that CDOT will have to develop partnerships with local jurisdictions. No requirements currently exist for the local jurisdictions on the collection or management of roadway data. However, the CDOT GIS Section maintains the WebHUT Application to enable updating of the local road inventory database by local government staff. The State is encouraged to develop a representative group of local and State roadway system safety stakeholders to develop the procedures used to collect, manage, and submit local agency roadway data to the enterprise roadway system under the oversight and support of the Colorado STRAC. The WebHut application and an updated "Geometrics Field Data Collection Manual" could provide some of the information to assist the group in developing the data collection procedures.

Some other critical components of an enterprise roadway system that CDOT is either lacking or in the process of developing include:

A comprehensive, systematic quality control management process that ensures the efficient functioning of





the system. The quality control process should include development of system performance measures important to State safety stakeholders. NHTSA's "Model Performance Measures for State Traffic Records Systems" provide a number of example roadway system performance measures. Performance management should include the data quality measures for the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the roadway data, continuous monitoring based on a set of metrics established by the State, and periodic reporting to the STRAC, data collectors and managers. The overall quality of the roadway data should be assured based on a formal program of error and edit checking as the data are entered into the statewide system and procedures for addressing detected errors.

Citation and Adjudication Recommendations

9. Improve the data dictionary for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
10. Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Citation and Adjudication recommendations

- Evaluate whether it is feasible for all courts to utilize one case management system which is electronically integrated with the Department of Motor Vehicles.
- Develop performance measures based on the rich data contained in the various State systems.
- Evaluate whether or not it is possible to have a statewide series of unique citation numbers.

Summary

The State of Colorado has described a well-developed citation and adjudication system, which provides information about citations, arrests and dispositions to the requisite State agencies. Although Colorado does not have a statewide authority assigning unique citation numbers used by all law enforcement agencies, all citation convictions are sent to the Department of Motor Vehicles. The Colorado State Police use citation data as part of the traffic safety analysis to identify problem locations for enforcement purposes to reduce fatal and injury crashes. The State has described a system whereby final dispositions, including those resolved on appeal, are posted to the driver data system. Sixty- three of sixty four county courts are reported to use the State's case management system, most municipal courts do not and the systems are seemingly not interoperable which presents an opportunity for improvement within the State. The contents of the systems described often met the advisory ideal in many categories considered "very important."

As stated in the ideal, State citation and adjudication agencies should participate in the appropriate national data systems to ensure compatibility and serve data management and exchange needs. The State of Colorado describes a citation and adjudication system which substantially meets those expectations. The State indicates compliance with the Uniform Crime Reporting Program (UCR) guidelines, and guideline set forth by the National Center for State Courts. Compliance in this area is regarded as "somewhat important" in relation to the overall advisory ideal.





The State of Colorado faces the biggest challenges in meeting the advisory ideal in two categories: the creation and maintenance of data dictionaries and the use of quality control programs for the citation and adjudication systems. The maintenance of system-specific data dictionaries is considered “very important” in the advisory ideal. A data dictionary lists the names of the elements in the database as well as the commonly understood description. The State should consider the development of a data dictionary for each of the citations systems as well as the court’s case management systems.

It is essential that each part of the citation and adjudication systems have a formal data quality assurance program. The State of Colorado has some opportunity to improve by developing and implementing performance measures which are regarded as somewhat important for an ideal traffic records system. The State was unable to articulate performance measures in timeliness, accuracy, uniformity, integration and accessibility. The State should consider future enhancements in this area with the development of a performance measure for each of the attributes articulated in the ideal. It would appear the State regularly engages in audits. These audits could serve as the basis for the development of some excellent performance measures.

The State does well in a few very important areas of its citation and adjudication system where citations are tracked from the point of issuance to posting on the driver file. Distinctions between the administrative handling of court payments in lieu of court appearances (mail-ins) and court appearances are noted, deferrals and dismissals of citations are tracked, however they are not all forwarded to the Department of Motor Vehicles. Records are not purged and security protocols governing data access, modification, and release are documented. The State has demonstrated that citation data is linked with the driver system to collect driver information, to carry out administrative actions and determine the applicable charges. The State does have some links between citation data and the crash record.

The State of Colorado appears well positioned to meet many of the advisory ideals in the future. The State has articulated a well-developed citation and adjudication system which has many electronic components. To the extent there are opportunities for improvement, the State appears to have all the tools needed to accomplish improvement in the near future.

Injury Surveillance Recommendations

11. Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
12. Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Injury Surveillance recommendations

- The State should consider developing formal performance measures, including baseline, timeline, and





goal metrics, and implementing regular reviews of those measures.

- The State may consider working with data managers to provide quality reports to the Traffic Records Coordinating Committee on a regular schedule.
- The State should consider gaining access to the Colorado Hospital Association data dictionaries for user purposes only.
- The State should consider exploring the development of an interface between the EMS and trauma data systems, since both exist on the same ImageTrend software platform.

Summary

An injury surveillance system is a valuable resource intended for use by the public, researchers, government agencies, public health officials, and anyone with a vested interest in public health and safety. An injury surveillance system provides information about the characteristics and trends in non-fatal injuries, identifies emerging injury problems, identifies at-risk persons, and informs decision-making for programs and policies. With regard to traffic records, an injury surveillance system that includes crash records can describe the true nature and severity of injuries sustained by person involved in a motor vehicle crash by the status of the vehicle occupant, by the type of restraint system used – or not used, by the type of vehicle involved in the crash, by crash location, or by any number of other crash and person characteristics.

An ideal statewide Injury Surveillance System (ISS) is minimally comprised of data from five core components: pre-hospital emergency medical services (EMS), trauma registry, emergency department, hospital discharge, and vital records. Colorado has all five major components of an ISS and the available data are accessible to traffic safety stakeholders through either aggregate summary tables or department-approved data use agreements. The Colorado Department of Public Health and Environment (CDPHE) is responsible for most of the data systems and has several mechanisms for accessing the information. An Institutional Review Board will review and may approve requests for data and the CDPHE Violence and Injury Prevention-Mental Health Promotion Branch produces an annual report analyzing ISS data.

The pre-hospital data collection system is managed by the CDPHE Health Facilities Emergency Medical Services Division – Emergency Medical and Trauma Services (EMTS) Branch. All licensed agencies are required to submit patient care reports electronically to the State within 60 days of the event. The State system is NEMSIS-compliant and uses the ImageTrend software platform, which also facilitates submission to the National database. Data may be submitted to the State directly through the ImageTrend software or through a third-party vendor upload. All data collection software systems are also NEMSIS-compliant and incorporate appropriate edit checks and validations. Although there are no formal performance measures in place, the EMTS Branch has created several mechanisms for quality review, including a weekly report identifying failed submissions, ad hoc validity reports, and quarterly trend analyses. All of those reports may be generated and/or shared with regional coordinators or discussed at EMTS bi-monthly meetings to improve data quality.

The statewide emergency department and hospital discharge data systems are managed by the Colorado Hospital Association (CHA) and some of the documentation related to the systems was unavailable for





review. There seems to be open communication with regards to training and error correction between CHA and the submitting hospitals to ensure that data is as accurate as possible. Edit checks and validation rules have been documented, processes are in place for returning rejected records and tracking them to resubmission, and quality review meetings are held with CDPHE, CHA, and the Colorado Health Information Management Association. There is also an annual meeting with facility data collectors and managers to share information, address issues, and conduct analyses. Further details about the data quality management system for each of these data sets are unclear, including whether performance measures have been developed and or regular tracked. However, aggregate data is available through the CHS upon approval by the Department of Health Institutional Review Board (DOH IRB). Data quality reports are not currently provided to the TRCC, but the value of these data sets is significant.

The trauma registry data system is also managed by EMTS Branch. All designated trauma centers are required to submit records to the State database. The system complies with the National Trauma Data Standard and documentation has been created for validation rules and data specifications. This system also uses the ImageTrend software, which may facilitate and interface with the EMS data system. There are no performance measures in place, but facility-specific reports of completeness and accuracy are provided weekly and compliance reports are provided monthly. Also, quarterly meetings are held with CDPHE and trauma registry personnel to discuss system changes and quality concerns.

The CDPHE Office of the State Registrar of Vital Statistics is responsible for managing all vital statistics data including death certificates. Colorado collects death certificates from hospitals, funeral homes, and coroners and submits all data to the National Center for Health Statistics (NCHS) for quality review and assignment of cause-of-death ICD-10 codes. Data quality checks are run against all data at the point of submission, including any out-of-state imports, and after the records have been processed by the NCHS. The State electronic death registration system complies with the 2003 Revision of the US Standard Certificate of Death and error rates are calculated to compare against that national standard. There are no data performance measures or standard quality reports that are shared among stakeholders or with the TRCC. Vital records information is shared with the Fatality Analysis Reporting System analyst in the State, to improve system accuracy.

Ideally, the core components of the injury surveillance system would be integrated and then linked to the State's crash data. An integrated database that includes records spanning from the time of crash through hospital discharge provides a comprehensive look at the medical and financial outcomes of crashes occurring in Colorado. The resulting analyses can be used to implement data-driven traffic safety priorities and other highway safety applications at the State level; it can be used to quantify and report on the benefits of safety equipment and legislation; and it can support the government's highway safety offices, public health departments and injury prevention programs, transportation departments, and other such agencies and traffic safety stakeholders.





Data Use and Integration Recommendations

None

Considerations for implementing your Data Use and Integration recommendations

- Continue the linkage efforts begun through the CDC pilot projects.
- Use the data set developed through the CDC effort and through the DRIVES system to conduct small-scale evaluations of existing highway safety programs (i.e. teen drivers).

Summary

The Colorado Department of Transportation (CDOT) utilizes police-reported motor vehicle crash data for the development of strategies and the identification of target populations for the State's highway safety plans. Several key statewide data sets, in addition to the crash file, are available to support problem identification and program evaluation activities. These include: Fatality Analysis Reporting System data; hospital inpatient and emergency department data; statewide EMS data; and data collected by the Department of Revenue related to licensing and vehicle registrations (DRIVES). These data are used to produce Annual Problem Identification reports that address a variety of highway safety programs and are available to highway safety program managers, partners, and the public. Colorado Department of Public Health and Environment (CDPHE) staff also provide general data support to the highway safety community and the general public through the use of these individual data sets. To utilize these data to their fullest potential, the State has developed a data governance framework through its Government Data Advisory Board, which includes representation from several agencies which participate in the TRCC, including CDOT and CDPHE. Additionally, the State Traffic Records Advisory Committee (STRAC) Strategic Plan 2016-2019 supports the State's commitment to developing a functional and technical data model that will allow the integration of crash, injury surveillance, citation and roadway databases.

The Colorado Department of Public Health and Environment (CDPHE) completed a pilot project that successfully linked one year of crash and hospital data. The linkage used several data elements available on both data sets and included name, date of birth, age, gender, crash date, hospital admission date, ICD-10-CM external cause code, and vehicle type. CDPHE received a grant from the CDC in 2019 to link crash data to death certificate records, trauma registry, emergency department data, hospital discharge data, and the State's all payers claims database. Results will be available in 2020. This project will help demonstrate the value added to problem highway safety evaluation efforts when multiple traffic records systems are linked together for analysis. Separately, as mentioned, efforts are underway to bring crash, driver, and vehicle data into one database using the Department of Revenue DRIVES system. As DRIVES and the CDC linkage effort are completed, there will be several opportunities to provide more in-depth analysis of motor vehicle crashes through integration of most of the State's traffic records component systems.








Assessment Rating Changes

For each question, a rating was assigned based on the answers and supporting documentation provided by the State. The ratings are shown as three icons, depicting 'meets', 'partially meets', or 'does not meet'. The table below shows changes in ratings from the last assessment for all the questions that were unchanged (N=223). This does not include new questions (N=21) and questions that can be partially mapped to questions from the last assessment (N=84).

Legend:

	Rating Changes from Last Assessment		
System	 Meets	 Partially Meets	 Does not Meet
Traffic Records Coordinating Committee			
Traffic Records Coordinating Committee	0	-1	+1
Strategic Planning for the Traffic Records System			
Strategic Planning for Traffic Records Systems	+5	-2	-3
Crash Data System			
Description and Contents of the Crash Data System	+1	0	-1
Applicable Guidelines for the Crash Data System	0	0	0
Data Dictionary for the Crash Data System	-1	0	+1
Procedures and Process Flows for Crash Data Systems	0	0	0
Crash Data Systems Interface with Other Components	0	+2	-2
Data Quality Control Programs for the Crash System	-6	+4	+2
Vehicle Data System			
Description and Contents of the Vehicle Data System	+2	0	-2
Applicable Guidelines for the Vehicle Data System	0	-1	+1
Vehicle System Data Dictionary	+1	0	-1
Procedures and Process Flows for the Vehicle Data System	0	0	0
Vehicle Data System Interface with Other Traffic Record System Components	+1	+1	-2
Data Quality Control Programs for the Vehicle Data System	-9	+9	0
Driver Data System			
Description and Contents of the Driver Data System	0	0	0
Applicable Guidelines for the Driver Data System	0	0	0
Data Dictionary for the Driver Data System	+1	+1	-2
Procedures and Process Flows for the Driver Data System	0	0	0
Driver System Interface with Other Components	0	0	0
Data Quality Control Programs for the Driver System	-1	0	+1





Roadway Data System			
Description and Contents of the Roadway Data System	0	+1	-1
Applicable Guidelines for the Roadway Data System	0	0	0
Data Dictionary for the Roadway Data System	0	0	0
Procedures and Process Flows for the Roadway Data System	+1	0	-1
Intrastate Roadway System Interface	0	0	0
Data Quality Control Programs for the Roadway Data System	+1	+1	-2
Citation and Adjudication Systems			
Description and Contents of the Citation and Adjudication Data Systems	-1	+1	0
Applicable Guidelines and Participation in National Data Exchange Systems for the Citation and Adjudication Systems	-1	+1	0
Data Dictionary for the Citation and Adjudication Data Systems	-1	-1	+2
Procedures and Process Flows for the Citation and Adjudication Data Systems	-2	0	+2
Citation and Adjudication Systems Interface with Other Components	0	0	0
Quality Control Programs for the Citation and Adjudication Systems	0	0	0
Injury Surveillance Systems			
Emergency Medical Systems (EMS) Description and Contents	-5	-2	-1
EMS - Guidelines	-1	-1	-1
EMS – Data Dictionary	-4	0	0
EMS – Procedures & Processes	-7	-1	0
Injury Surveillance Data Interfaces	0	0	0
EMS – Quality Control	-1	0	+1
Emergency Department and Hospital Discharge – Quality Control	+3	-1	-2
Trauma Registry – Quality Control	+2	0	-2
Vital Records – Quality Control	+1	0	-1
Emergency Department - System Description	+1	+1	0
Emergency Department – Data Dictionary	+1	0	0
Emergency Department – Procedures & Processes	+2	0	0
Hospital Discharge – System Description	+2	+1	0
Hospital Discharge – Data Dictionary	+1	0	0
Hospital Discharge – Procedures & Processes	+2	0	0
Emergency Department and Hospital Discharge – Guidelines	0	0	+1
Emergency Department and Hospital Discharge – Procedures & Processes	+1	0	0
Trauma Registry – System Description	+2	0	0
Trauma Registry – Guidelines	+2	0	0





Trauma Registry – Data Dictionary	+1	0	0
Trauma Registry – Procedures & Processes	+2	0	0
Vital Records – System Description	+1	0	0
Vital Records – Data Dictionary	+1	0	0
Vital Records – Procedures & Processes	+1	0	0
Injury Surveillance System	0	0	0
Data Use and Integration			
Data Use and Integration	+2	-2	0
<i>Total Change</i>	<i>+1</i>	<i>+11</i>	<i>-12</i>





Methodology and Background

In 2018, the National Highway Traffic Safety Administration updated the *Traffic Records Program Assessment Advisory* (Report No. DOT HS 811 644). This *Advisory* was drafted by a group of traffic safety experts from a variety of backgrounds and affiliations, primarily personnel actively working in the myriad State agencies responsible for managing the collection, management, and analysis of traffic safety data. The *Advisory* provides information on the contents, capabilities, and data quality of effective traffic records systems by describing an ideal that supports data-driven decisions and improves highway safety. Note that this ideal is used primarily as a uniform measurement tool; it is neither NHTSA's expectation nor desire that States pursue this ideal blindly without regard for their own unique circumstances. In addition, the *Advisory* describes in detail the importance of quality data in the identification of crash causes and outcomes, the development of effective interventions, implementation of countermeasures that prevent crashes and improve crash outcomes, updating traffic safety programs, systems, and policies, and evaluating progress in reducing crash frequency and severity.

The *Advisory* is based upon a uniform set of questions derived from the ideal model traffic records data system. This model and suite of questions is used by independent subject matter experts in their assessment of the systems and processes that govern the collection, management, and analysis of traffic records data in each State. The 2018 *Advisory* reduces the number of questions, eases the evidence requirements, and appends additional guidance to lessen the burden on State respondents.

As part of the 2018 update, the traffic records assessment process was altered as well. While it remains an iterative process that relies on the State Traffic Records Assessment Program (STRAP) for online data collection, the process has been reduced to two question-answer cycles. In each, State respondents can answer each question assigned to them before the assessors examine their answers and supporting evidence, at which point the assessors rate each response. At the behest of States who wanted increased face-to-face interaction, a second onsite review will now be held between the first and second rounds. The facilitator will lead this discussion and any input from this meeting will be entered into STRAP for the State's review. The second and final question and answer cycle is used to clarify responses and provide the most accurate rating for each question following the onsite review. To assist the State in responding to each question, the *Advisory* also provides State respondents with suggested evidence that identify the specific information appropriate to answer each assessment question.

The assessment facilitator works with the State assessment coordinator to prepare for the assessment and establish a schedule consistent with the example outlined in Figure 1. Actual schedules may vary as dates may be altered to accommodate State-specific needs.

Independent assessors rate the responses and determines how closely a State's capabilities match those of the ideal system outlined in the *Advisory*. Each system component is evaluated independently by two or more assessors, who reach a consensus on the ratings. Specifically, the assessors rate each response and determine if a State (a) meets the description of the ideal traffic records system, (b) partially meets the ideal description, or (c) does not meet the ideal description. The assessors write a brief narrative to explain their rating for each question, as well as a summary for each section and any considerations—actionable suggestions for improvement—that will be included with the assessment's recommendations.





Figure 2: Sample Traffic Records Assessment Time Table

Upon NHTSA TR Team receipt of request		Initial pre-assessment conference call
1 month prior to kickoff meeting		Facilitator introduction pre-assessment conference call
Between facilitator conference call and kickoff		State Coordinator assigns questions, enters contact information into STRAP, and builds initial document library
Assessment	Monday, Week 1	Onsite Kickoff Meeting
	Monday, Week 1 – 12pm EST, Friday, Week 3	Round 1 Data Collection: State answers standardized assessment questions
	Friday, Week 3 – Wednesday, Week 5	Round 1 Analysis: Assessors review State answers, rate all responses and complete all draft conclusions
	Thursday, Week 5 – Monday, Week 7	Review Period: State reviews the assessors' initial ratings in preparation for the onsite meeting.
	Tuesday, Week 7	Onsite Review Meeting: Facilitator and State respondents meet to discuss questions; clarifications entered into STRAP
	Wednesday, Week 7 – 12pm EST, Friday, Week 9	Round 2 Data Collection: State provides final response to the assessors' preliminary ratings and onsite clarifications
	Friday, Week 9 – Monday, Week 11	Round 2 Analysis: make final ratings
	Tuesday, Week 11 – Monday, Week 12	Facilitator prepares final report
Week 12		NHTSA delivers final report to State and Region
(After completion of assessment, date set by State)		NHTSA hosts webinar to debrief State participants
(After completion of assessment)		(OPTIONAL) State may request GO Team, CDIP or MMUCC Mapping, targeted technical assistance or training

In order for NHTSA to accept and approve an assessment each question must have an answer. When appropriate, however, a State may answer questions in the negative (“no,” don’t know,” etc.). These responses constitute an acceptable answer and will receive a “does not meet” rating. An assessment with unanswered or blank questions will not be acceptable and cannot be used to qualify for §405(c) grant funds.





Figure 3: State Schedule for the Traffic Records Assessment

Kickoff	September 04, 2019
Begin first Q&A Cycle	September 04, 2019
End first Q&A Cycle	September 20, 2019
Begin Review Period	October 03, 2019
Onsite Meeting	October 08, 2019
Begin second Q&A Cycle	October 09, 2019
End second Q&A Cycle	November 01, 2019
Assessors' Final Results Complete	November 18, 2019
Final Report Due	November 29, 2019
Debrief	December 11, 2019





Appendix A: Question Details, Ratings and Assessor Conclusions

This section presents the assessment's results in more granular detail by providing the full text, rating, and assessor analysis for each question. This section can be useful to State personnel looking to understand why specific ratings were given and further identify areas to target for improvement.

Questions, Ratings and Assessor Conclusions

Traffic Records Coordinating Committee

1. *Does the TRCC membership include executive and technical staff representation from all six data systems?*

Meets Advisory Ideal

The State Traffic Records Advisory Committee (STRAC) membership includes voting representatives from each traffic records component system as well as non-voting members from federal agencies, State associations, local agencies, and other interested partners.

Change Notes: Rating Unchanged.

2. *Do the executive members of the TRCC regularly participate in TRCC meetings and have the power to direct the agencies' resources for their respective areas of responsibility?*

Meets Advisory Ideal

The executive members have the power to direct resources based on their positions and the Memorandum of Understanding. If they do not directly participate they empower representatives on the STRAC.

Change Notes: Rating Unchanged.

3. *Do the custodial agencies seek feedback from the TRCC members when major projects or system redesigns are being planned?*

Meets Advisory Ideal

The STRAC members and other stakeholders have the opportunity to provide feedback to the custodial agencies at the meetings. Examples of agency collaboration during project planning phases includes the crash form upgrade in the Record Management System (RMS), testing of the Department of Revenue, Driver License Record, Identification and Vehicle Enterprise Solution (DRIVES) interface with the RMS, and other interface and RMS improvements. Also, the development of the Behavioral and Engineering Safety Data for Transportation (BESDT) system, which will improve crash data coding, sharing, and electronic data entry, has involved several traffic records agencies.

Change Notes: New Question.





4. *Does the TRCC involve the appropriate State IT agency or offices when member agencies are planning and implementing technology projects?*

Meets Advisory Ideal

The Governor's Office of Information Technology (OIT) is mandated by statute to execute IT projects for State agencies and is represented on the STRAC. The OIT has staff designated to work with agencies, understand system requirements, and guide projects through to completion. The office also serves in that capacity for projects managed through the STRAC.

Change Notes: Rating Unchanged.

5. *Is there a formal document authorizing the TRCC?*

Meets Advisory Ideal

A regularly updated Memorandum of Understanding has been in place since 2016 authorizing the committee and signed by all agency executives. A set of bylaws illustrates the STRAC functions as a TRCC.

Change Notes: Rating Unchanged.

6. *Does the TRCC provide the leadership and coordination necessary to develop, implement, and monitor the State Traffic Records Strategic Plan?*

Meets Advisory Ideal

The STRAC writes and maintains the strategic plan with input from the members. An annual report shows the project accomplishments and is used to gauge the success of projects. Projects are monitored throughout the year at the meetings. The STRAC makes use of a State Traffic Records Coordinator and a contracted resource for guiding the development of the plan.

Change Notes: Rating Unchanged.

7. *Does the TRCC advise the State Highway Safety Office on allocation of Federal traffic records improvement grant funds?*

Meets Advisory Ideal

The STRAC reviews and recommends projects for funding with 405c funds. While 405c funds are managed by the Department of Transportation, the STRAC representative from CDOT presents all applications to the committee for consideration, selection, and approval. Those choices are then sent to NHTSA for final approval.

Change Notes: Rating Unchanged.

8. *Does the TRCC identify core system performance measures and monitor progress?*

Does Not Meet Advisory Ideal

Although the Traffic Records Strategic Plan lists at least one performance measure type for each system it appears that the actual measures need to be updated. A performance measure should include a baseline and target metric and timeframe (e.g. to increase accuracy by xx% from xx in 2018 to xx in 2020). NHTSA's Model Performance Measures for State Traffic Records Systems (DOT HS 811 441) is very helpful for defining performance measures.





Change Notes: Rating Changed.

From 'Partially Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

9. *Does the TRCC enable meaningful coordination among stakeholders and serve as a forum for the discussion of the State's traffic records programs, challenges, and investments?*

Meets Advisory Ideal

The STRAC meets every two months and provides each member agency time to discuss projects, needs, successes, and/or challenges, as well as an opportunity for stakeholder engagement.

Change Notes: Rating Unchanged.

10. *Does the TRCC have a traffic records inventory?*

Partially Meets Advisory Ideal

The Traffic Records Resource Guide and Inventory has the opportunity to be a traffic records inventory but many of the sections are blank. The guide does not contain the data elements and attributes available in the systems. The contact list is a critical piece of the inventory and should be created. While key partners are listed in the Strategic Plan, the data inventory should be a standalone comprehensive document for any current or potential system user.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

11. *Does the TRCC have a designated chair?*

Meets Advisory Ideal

The current STRAC chairperson is the DOT Traffic and Safety Engineer and Crash Data Intelligence Unit Manager. The chairperson's responsibilities include developing meeting agendas, presiding over STRAC meetings, and serving as a representative of a voting member of the STRAC.

Change Notes: Rating Unchanged.

12. *Is there a designated Traffic Records Coordinator?*

Meets Advisory Ideal

The State has both a designated Traffic Records Coordinator and a contractor to assist with the duties of the STRAC and monitoring and improving traffic records. The Traffic Records Coordinator is the DOT Traffic Safety Engineer Crash Data Intelligence Unit Manager. The Coordinator's responsibilities include monitoring the work done on projects, working with stakeholders, expanding data collection as well as distribution, establishing requirements (IT, business rules, confidentiality/security, etc.) for new projects, helping manage or monitor projects, and participating in STRAC.

Change Notes: Rating Unchanged.

13. *Does the TRCC meet at least quarterly?*

Meets Advisory Ideal

The STRAC meets six times a year, on an every other month basis.





Change Notes: Rating Unchanged.

14. Does the TRCC review quality control and quality improvement programs impacting the core data systems?

Partially Meets Advisory Ideal

During the planning and testing phases, the STRAC has some quality control and improvement review over the projects they fund but not universally to all projects impacting the core data systems. Examples of performance measures can be found in NHTSA's Model Performance Measures for State Traffic Records Systems (DOT HS 811 441).

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

15. Does the TRCC assess and coordinate the technical assistance and training needs of stakeholders?

Partially Meets Advisory Ideal

The crash training is a good example of providing technical assistance and training. The STRAC is to be commended for including plans to increase input of others by conducting surveys of State and local data users to identify their needs. Although the State has surveyed stakeholders, the surveys do not appear to address any technical assistance or training needs.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

16. Do the TRCC's program planning and coordination efforts reflect traffic records improvement funding sources beyond § 405(c) funds

Meets Advisory Ideal

The STRAC is involved and helps coordinate projects using State funds as well as 405c. The Department of Transportation's Behavioral and Engineering Safety Data for Transportation (BESDT) project and the Department of Revenue's Driver License Record, Identification and Vehicle Enterprise Solution (DRIVES) projects are examples of projects funded by sources other than 405C (state funds), overseen by traffic records systems managers, and discussed regularly within the STRAC.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

Strategic Planning for Traffic Records Systems

17. Does the State Traffic Records Strategic Plan address existing data and data systems areas of opportunity and document how these are identified?

Meets Advisory Ideal

The State's Traffic Records Strategic Plan lists data and system improvements and opportunities and documents how they are identified. The State prioritizes findings from Traffic Records Assessments first, then areas of opportunity noted in the assessments.





Change Notes: Rating Unchanged.

18. *Does the State Traffic Records Strategic Plan identify countermeasures that address at least one of the performance attributes (timeliness, accuracy, completeness, uniformity, integration, and accessibility) for each of the six core data systems?*

Partially Meets Advisory Ideal

The State's Strategic Plan includes countermeasures for at least one area of performance for each of the data systems. These countermeasures include improving data dictionaries, documenting work flows and schema, implementing electronic reporting, and similar activities. STRAC has established processes for updating performance measures and progress annually with their member agencies, and closely tracks performance and progress for grant projects. However, the measures in the Strategic Plan need to be updated. For instance many of them state that a baseline will be established by August 2018 but no further information is provided, such as what the baseline is and what the target will be and by when.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

19. *Does the TRCC have a process for identifying at least one performance measure and the corresponding metrics for the six core data systems in the State Traffic Records Strategic Plan?*

Meets Advisory Ideal

The Strategic Plan includes at least one performance measure for most data systems. The State references page 28 as describing the process for identifying performance measures; the description on that page discusses project prioritization and states that the model performance measures guidance from NHTSA is provided to grant applicants. The State clarified in Round 2 that the overall goals of STRAC are listed on page 9, and that the grant application forms require applicants to specify how their project supports the overall STRAC goals and how they will measure performance.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

20. *Does the TRCC have a process for prioritizing traffic records improvement projects in the State Traffic Records Strategic Plan?*

Meets Advisory Ideal

The Strategic Plan does outline how projects are prioritized and assigned a ranking of 1, 2, or 3 to determine order of funding. In addition, the Grantees that submit the short form are reviewed by the STRAC to ensure they align with the goals and objectives of the Strategic Plan. The Strategic Plan includes the Traffic Records Assessment recommendations, but the application and project selection could be clarified to link the proposed project to the identified need or recommendation it plans to address.

Change Notes: Rating Improved.

From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.





21. *Does the TRCC identify and address technical assistance and training needs in the State Traffic Records Strategic Plan?*

Meets Advisory Ideal

Technical assistance and training are included in the State's Strategic Plan. In addition, the State provided examples of training for specific projects. The State clarified that stakeholders can request training or technical assistance and that STRAC conducts periodic surveys to a wide cast of stakeholders to assess needs. It is noted, though, that the example survey attached includes no questions on training or technical assistance.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

22. *Does the TRCC have a process for establishing timelines and responsibilities for projects in the State Traffic Records Strategic Plan?*

Meets Advisory Ideal

The State's Strategic Plan includes action items with corresponding responsible parties/agencies. Timelines are identified as part of performance measures. It's clear that the STRAC assigns responsibility and time frames. The Annual Report provides more detail on the timeline and responsible parties. The timelines are established through discussions with responsible agencies. It is not clear how responsible parties are identified and that could be better explained in the Strategic Plan.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

23. *Does the TRCC have a process for integrating and addressing State and local (to include federally recognized Indian Tribes, where applicable) data needs and goals into the State Traffic Records Strategic Plan?*

Meets Advisory Ideal

The STRAC includes a variety of stakeholders in addition to its leadership. The Strategic Plan does not include a list of projects or examples of projects and it's difficult to tell from the performance measures and action items which agencies or stakeholders are actually involved. The State does solicit grant applications from local agencies, and provided meeting minutes showing stakeholder attendance. The State also provided surveys used to engage stakeholders.

Change Notes: Rating Improved.

From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

24. *Does the TRCC consider the use of new technology when developing and managing traffic records projects in the State Traffic Records Strategic Plan?*

Meets Advisory Ideal

The State does consider and fund projects that implement new technologies. The 2018 STRAC Annual Report includes projects for electronic crash reporting, computers for law enforcement, real-time communication, and related technologies. The Office of Information Technology attends the STRAC meetings to offer input and advise on technology.





Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

25. *Does the State Traffic Records Strategic Plan consider lifecycle costs in implementing improvement projects?*

Partially Meets Advisory Ideal

The State's Strategic Plan details the process for ranking projects. This process considers return on investment. However, ROI is not defined in the plan to know if it includes lifecycle costs. It's also not clear whether lifecycle costs would prohibit the funding of a project, if the recipient agency has a plan for addressing those costs. The State provided meeting minutes from 2018 that show lifecycle costs are discussed during grant decisions. Ideally, lifecycle costs would be defined in the Strategic Plan and the process of considering lifecycle costs would be addressed.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

26. *Does the State Traffic Records Strategic Plan make provisions for coordination with key Federal traffic records data systems?*

Meets Advisory Ideal

The State's Strategic Plan references compliance with federal systems, and the projects listed in the 2018 Annual Report also indicate this. STRAC includes representatives from federal agencies.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

27. *Is the TRCC's State Traffic Records Strategic Plan reviewed, updated and approved annually?*

Meets Advisory Ideal

The Strategic Plan states that it is updated annually, and the State's response echo's that. The State provided the 2012, 2018, and 2019 Strategic Plans, and Annual Reports from 2016 and 2018.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

Description and Contents of the Crash Data System

28. *Is statewide crash data consolidated into one database?*

Meets Advisory Ideal

All submitted crash report data including legacy data is stored inside the DRIVES system and is accessible to DOR staff through their application. An automated extract is set to CDOT to use in their reporting and analytics.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.





29. *Is the statewide crash system's organizational custodian clearly defined?*

Meets Advisory Ideal

Custodial responsibility for the statewide crash system is defined in statute, requiring all reportable crashes be submitted and stored by the Department of Revenue.

Change Notes: Rating Unchanged.

30. *Does the State have criteria requiring the submission of fatal crashes to the statewide crash system?*

Meets Advisory Ideal

Colorado uses FARS criteria as the fatal crash reporting requirement. The criteria was provided and includes the following: the fatality must occur within 30 days of the associated crash, the crash must take place on a public road, and the death cannot be the result of an intentional act (i.e., homicide or suicide), a medical condition (i.e., heart attack or stroke), or a natural disaster.

Change Notes: Rating Unchanged.

31. *Does the State have criteria requiring the submission of injury crashes to the statewide crash system?*

Meets Advisory Ideal

By Statute (42-4-1606) investigating officers are required to submit a crash report to the Department of Revenue within 5 days of receiving information or upon completion of the their investigating. A crash is further defined as unintentional damage or injury, with at least one motor vehicle in motion that involved a trafficway.

Change Notes: Rating Unchanged.

32. *Does the State have criteria requiring the submission of property damage only (PDO) crashes to the statewide crash system?*

Meets Advisory Ideal

Colorado tracks all crashes on public roads. Any crash that is not a fatal or injury crash (as defined in the previous question), and occurs on public roads, and is not an intentional act or natural disaster is considered a PDO crash.

Change Notes: Rating Unchanged.

33. *Does the State have statutes or other criteria specifying timeframes for crash report submission to the statewide crash database?*

Meets Advisory Ideal

By Statute (42-4-1606) investigating officers in the State are required to submit a crash report to the Department of Revenue within 5 days of receiving information or upon completion of the their investigating.

Change Notes: New Question.





34. *Does the statewide crash system record the crashes that occur in non-trafficway areas (e.g., parking lots, driveways)?*

Does Not Meet Advisory Ideal

By Statute (42-4-1606) investigating officers are required to submit crash reports to the Department of Revenue. Colorado defines a crash as unintentional damage or injury, with at least one motor vehicle in motion that involved a trafficway. The State does not record private property crashes, including parking lots, private roadways, trails and driveways.

Change Notes: Rating Unchanged.

35. *Is data from the crash system used to identify crash risk factors?*

Meets Advisory Ideal

The CDOT has developed crash analysis techniques that can be applied to any public road. The process can be used to identify Crash patterns and causal factors for a specified location. The State provided an example report that examined a location, roadway features, behaviors, and driver characteristics.

Change Notes: Rating Unchanged.

36. *Is data from the crash system used to guide engineering and construction projects?*

Meets Advisory Ideal

The State provided a detailed summary of crashes done by the Department of Transportation occurring at a specific location that identifies potential problem areas. In addition, construction projects are required to have a safety analysis based on crash data.

Change Notes: Rating Unchanged.

37. *Is data from the crash system regularly used to prioritize law enforcement activity?*

Meets Advisory Ideal

The State provided a State Patrol quarterly report showing how crash records were used to determine high crash locations for fatal and serious bodily injury crashes. These quarterly reports identify hot spots including sections of mile posts, crash factors for fatal & injury crashes, property damage crashes, impaired crashes, identify day of week, time of day, and are used to prioritize law enforcement activity.

Change Notes: Rating Unchanged.

38. *Is data from the crash system used to evaluate safety countermeasure programs?*

Meets Advisory Ideal

Colorado conducts evaluations using before and after studies when a project is completed and crash data has accumulated, to assure the project changes achieved the desired / expected results. In addition, some data analyses are used to show trends. The most common measures are the following five federally required measures used to assess the statewide performance annually: Fatalities Fatal Crash Rate Serious Injury (SI) Serious Injury Crash Rate Non-motorized Fatalities and SI 1 - 1. A number of sample crash reports were provided to support the suggested evidence.

Change Notes: Rating Unchanged.





Applicable Guidelines for the Crash Data System

39. *Is there a process by which MMUCC is used to help identify what crash data elements and attributes the State collects?*

Meets Advisory Ideal

The State's crash reports were evaluated by NHTSA with regard to their compliance to the Model Minimum Uniform Crash Criteria (MMUCC) 5th Edition. The mapping was used as a guideline for the development of the current crash report form.

Change Notes: Rating Unchanged.

40. *Is there a process by which ANSI D.16 is used to help identify the definitions in the crash system data dictionary?*

Meets Advisory Ideal

Colorado used the ANSI standards in the development of the new crash form (DR 3447) and the officer's manual (dictionary). The Traffic Accident Reporting Manual and the Data Dictionary were provided to support the suggested evidence.

Change Notes: Rating Unchanged.

Data Dictionary for the Crash Data System

41. *Does the data dictionary provide a definition for each data element and define that data element's allowable values/attributes?*

Meets Advisory Ideal

The Colorado DOR provided the crash database data dictionary which gives a definition for each data element and defines the data element's allowable values/attributes. The State also maintains a comprehensive 'Traffic Accident Reporting Manual'.

Change Notes: Rating Unchanged.

42. *Does the data dictionary document the system edit checks and validation rules?*

Meets Advisory Ideal

System edit checks and validation rules can be found and are available in documents other the data dictionary, which meets the requirements.

Change Notes: Rating Unchanged.

43. *Is the data dictionary up-to-date and consistent with the field data collection manual, coding manual, crash report, database schema and any training materials?*

Partially Meets Advisory Ideal

The Traffic Accident Reporting manual, revised 2006, and a 2019 ICD document were provided.





These, however, don't address when the crash system's data dictionary, field data collection manual and coding manual were last updated and does not describe the processes used to ensure they remain consistent with each other.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

44. *Does the crash system data dictionary indicate the data elements populated through links to other traffic records system components?*

Does Not Meet Advisory Ideal

The DOR response suggested the "Crash system interfaces with miidb TO CHECK INSURANCE STATUS", but did not include a description or documentation on how the data dictionary identified where/which elements are linked or derived from other systems.

Change Notes: Rating Changed.

From 'Partially Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

Procedures and Process Flows for Crash Data Systems

45. *Does the State collect an identical set of data elements and attributes from all reporting agencies, independent of collection method?*

Does Not Meet Advisory Ideal

The State did not address if an identical set of data elements and attributes were collected from all reporting agencies, independent of collection method.

Change Notes: New Question.

46. *Does the State reevaluate their crash form at regular intervals?*

Meets Advisory Ideal

The State conducts crash form reviews in keeping with the changing or developing of updated MMUCC standards.

Change Notes: New Question.

47. *Does the State maintain accurate and up-to-date documentation detailing the policies and procedures for key processes governing the collection, reporting, and posting of crash data-including the submission of fatal crash data to the State FARS unit and commercial vehicle crash data to SafetyNet?*

Meets Advisory Ideal

The key processes governing the collection, reporting, and posting of crash data including the submission of fatal crashes to the State FARS unit were provided by the State. A manual process for submitting commercial vehicle crashes to SafetyNet was also thoroughly described.

Change Notes: Rating Unchanged.





48. *Are the quality assurance and quality control processes for managing errors and incomplete data documented?*

Meets Advisory Ideal

The State has a robust process for quality control regarding the managing of errors or incomplete data found on crash reports, by either editing or returning the report back to the originating agency for correction.

Change Notes: Rating Unchanged.

49. *Do the document retention and archival storage policies meet the needs of safety engineers and other users with a legitimate need for long-term access to the crash data reports?*

Meets Advisory Ideal

Colorado retains crash data from 1986 on for safety engineers and other users to have long-term access to historical data.

Change Notes: Rating Unchanged.

50. *Do all law enforcement agencies collect crash data electronically?*

Partially Meets Advisory Ideal

The State reports it is currently at 50.04% electronic reporting, though it is unclear if this is the percentage of agencies collecting data or submitting to the State repository. No formal plan or long-range strategy to migrate paper agencies to electronic data collection was provided, although the effort appears on-going.

Change Notes: Rating Unchanged.

51. *Do all law enforcement agencies submit their data to the statewide crash system electronically?*

Partially Meets Advisory Ideal

The State narrative indicates the State is at approximately 50% electronically submitted crash reports. The percentage of agencies electronically submitting crash reports is 9.73%

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

52. *Do all law enforcement agencies collecting crash data electronically in the field apply validation rules consistent with those in the statewide crash system prior to submission?*

Meets Advisory Ideal

Before a law enforcement agency is allowed to submit crash reports electronically to the production system, they must successfully complete a test process. This test process ensures that all DR 2447 mandatory rules are met.

Change Notes: Rating Unchanged.

Crash Data Systems Interface with Other Components





53. *Does the crash system have a real-time interface with the driver system?*

Partially Meets Advisory Ideal

The current DOR response indicates 'when crashes are data entered into the system the driver license number will bring up current driver information (real time)' However, no other information was provided on how the crash-to-driver real-time interface enables: verification and validation of the driver's personal information, access to driver records, identification of inconsistencies between the crash and driver records. The officer's Traffic Accident Manual page 1 was cited as supporting the suggested evidence, but there was no apparent reference to the interface in the manual.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

54. *Does the crash system have a real-time interface with the vehicle system?*

Partially Meets Advisory Ideal

The DOR response indicated there is a real-time interface between the vehicle and crash systems since the crash, vehicle, and driver systems, are all in the same system DRIVES. The response did indicate the interface is able to populate the VIN from the plate number. However, no other information was provided on how the crash-to-vehicle real-time interface enables: verification and validation of the vehicle information, access to vehicle records, and/or identification of inconsistencies between the crash and vehicle records.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

55. *Does the crash system interface with the roadway system?*

Meets Advisory Ideal

The CDOT crash system has an interface to the roadway file called Colorado Roadway Information System (CORIS) through a program called "Vision Zero". The CORIS file is updated quarterly. The interface allows geo-locating all highway crashes in CDOT crash database. Vision Zero Suite also supports populating Roadway data, e.g., highway type, geometric and etc. in the crash file.

Change Notes: Rating Unchanged.

56. *Does the crash system interface with the citation and adjudication systems?*

Partially Meets Advisory Ideal

Colorado indicated since crash and citation/adjudication information are all contained within DRIVES on the individual accounts an interface is in place. The State notes that there is no cross-population of data elements on the crash report and citation. However, there appears to be a link that triggers departmental actions.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

57. *Does the crash system have an interface with EMS?*

Does Not Meet Advisory Ideal





Colorado indicated there is no crash system to injury surveillance system in place.

Change Notes: Rating Unchanged.

Data Quality Control Programs for the Crash System

58. *Are there automated edit checks and validation rules to ensure that entered data falls within a range of acceptable values and is logically consistent among data elements?*

Meets Advisory Ideal

Responses from both CDOT and DOR indicated that automated edit checks and validation rules are in place to ensure that entered data fall within a range of acceptable values and is logically consistent among data elements.

Change Notes: Rating Unchanged.

59. *Is limited State-level correction authority granted to quality control staff working with the statewide crash database to amend obvious errors and omissions without returning the report to the originating officer?*

Partially Meets Advisory Ideal

The DOR response stated when there is an obvious error on the crash report staff is trained to make corrections. However, no further explanation was provided to describe the process by which limited State-level correction authority is granted to quality control staff working with the statewide crash database.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

60. *Are there formally documented processes for returning rejected crash reports to the originating officer and tracking resubmission of the report in place?*

Meets Advisory Ideal

The State has a documented process for rejecting crash reports and tracking resubmission.

Change Notes: Rating Unchanged.

61. *Does the State track crash report changes after the original report is submitted by the law enforcement agency?*

Meets Advisory Ideal

The State tracks changes to the original report with an amended flag field and also maintains a history of the different versions of the crash report.

Change Notes: New Question.

62. *Are there timeliness performance measures tailored to the needs of data managers and data users?*

Partially Meets Advisory Ideal





The State has an established timeliness baseline (19.83 days for the period April 1, 2015 to March 31, 2016) with a goal to reduce the average number of days from the crash date to submittal into EARS (at DOR) by 5-10% per year. The State further clarified that with a long delay in implementing the DRIVES system it is difficult to track metrics, and thus current timeliness metrics are not readily available for the needs of data managers and data users.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

63. *Are there accuracy performance measures tailored to the needs of data managers and data users?*

Does Not Meet Advisory Ideal

The State did not provide a performance measure, but instead a strategic goal. Performance measures should include calculation method, baseline, actual values and percent change. The realization of this strategic goal is, in part, dependent on the implementation of the DRIVES system, which according to the State, has had a long delay. This delay prevented the establishment and tracking of the performance measurements outlined in the STRAC Strategic Plan 2016-2019.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

64. *Are there completeness performance measures tailored to the needs of data managers and data users?*

Does Not Meet Advisory Ideal

The State did not provide a performance measure, but instead a strategic goal. Performance measures should include calculation method, baseline, actual values and percent change. The realization of this strategic goal is, in part, dependent on the implementation of the DRIVES system, which according to the State, has had a long delay. This delay prevented the establishment and tracking of the performance measurements outlined in the STRAC Strategic Plan 2016-2019.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

65. *Are there uniformity performance measures tailored to the needs of data managers and data users?*

Does Not Meet Advisory Ideal

Like the previous performance measures (accuracy, completeness) a similar updated response by Cambridge Systematics was provided as progress toward establishing a uniformity performance measures. A review of the Traffic Records Strategic Plan did not reveal similar attempts to measure uniformity performance beyond training law enforcement officers on the new DR 3447 (crash form) and by December 31, 2018, developing a uniform data dictionary for the Crash record system.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

66. *Are there integration performance measures tailored to the needs of data managers and data users?*

Does Not Meet Advisory Ideal

The State did not provide a performance measure, but instead a strategic goal. Performance





measures should include calculation method, baseline, actual values and percent change. The realization of this strategic goal is, in part, dependent on the implementation of the DRIVES system, which according to the State, has had a long delay. This delay prevented the establishment and tracking of the performance measurements outlined in the STRAC Strategic Plan 2016-2019.

Change Notes: Rating Unchanged.

67. *Are there accessibility performance measures tailored to the needs of data managers and data users?*

Does Not Meet Advisory Ideal

The State did not provide a performance measure. Although the interface agreement by itself is not a accessibility performance measure it could be moved to a performance measure. If the State encouraged establishing agreements with customers, used the current number of crash data agreements as the baseline measure, established goals for increasing accessibility, measured the results of putting new agreements in place, compared the results to goals, and shared the results with stakeholders this would meet the requirement for the performance measure.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

68. *Has the State established numeric goals-performance metrics-for each performance measure?*

Does Not Meet Advisory Ideal

The State does not appear to have established performance measures, but instead performance measures as a strategic goal. Established performance measures should include calculation method, baseline, actual values and percent change. The realization of these strategic goal are, in part, dependent on the implementation of the DRIVES system, which according to the State, has had a long delay. This delay prevented the establishment and tracking of the performance measurements outlined in the STRAC Strategic Plan 2016-2019.

Change Notes: Rating Changed.

From 'Partially Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

69. *Is there performance reporting that provides specific timeliness, accuracy, and completeness feedback to each law enforcement agency?*

Does Not Meet Advisory Ideal

The State does not appear to have formalized a report that provides feedback to each Law Enforcement Agency (LEA) regarding their agency's crash report timeliness, accuracy, and completeness. Only individual report rejections and a summary showing total reports submitted by the agency were provided. STRAC works with the SHSO to push information out to LEA's and increase participation in electronic submission but timeliness, accuracy and completeness measures were not shown.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.





70. *Are detected high-frequency errors used to prompt revisions, update the validation rules, and generate updated training content and data collection manuals?*

Partially Meets Advisory Ideal

The State responses indicate that both DOR and CDOT identify patterns of high frequency errors as part of their normal analytic tasks (case-by-case basis). It does not appear there are specific QA/QC processes to detect high-frequency errors used to prompt revisions, update the validation rules, and generate updated training content and data collection manuals. As an update to the State response, CDOT cited an example where a high frequency error either resulted in an edit check or could be the source of a check to avoid a re-occurrence of the error.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

71. *Are quality control reviews comparing the narrative, diagram, and coded contents of the report considered part of the statewide crash database's data acceptance process?*

Partially Meets Advisory Ideal

The CDOT has a robust quality control review process comparing the narrative, diagram, and coded contents of the crash report. CDOT cleans this data for its own purposes, but this process is not part of the statewide data acceptance process for a crash report to be posted to the crash database repository.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

72. *Are sample-based audits periodically conducted for crash reports and related database content?*

Meets Advisory Ideal

CDOT periodically conducts audits for crash data that is received from DOR DRIVES system to identify the data errors and missing data. Comparisons of the data with previous years to identify the data discrepancies. For example, in 2017, they identified 7,000 missing crash reports in Denver that were not submitted to DOR DRIVES system. They have also identified that the Colorado springs PD didn't submit the injury level data to DOR DRIVES system in 2018.

Change Notes: Rating Unchanged.

73. *Are periodic comparative and trend analyses used to identify unexplained differences in the data across years and jurisdictions?*

Meets Advisory Ideal

CDOT annually examines the data for significant changes in data submission rate including total crashes as well as changes in individual fields such as DUI, injury level etc.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

74. *Is data quality feedback from key users regularly communicated to data collectors and data managers?*

Meets Advisory Ideal





The State provided an example of Data quality feedback that is regularly communicated to data collectors, as well as tracking responses and the actions taken.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

75. *Are data quality management reports provided to the TRCC for regular review?*

Partially Meets Advisory Ideal

Data quality reports are not regularly shared with the TRCC, but crash data quality issues are discussed at STRAC meetings when they arise.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

Description and Contents of the Driver Data System

76. *Does custodial responsibility for the driver data system-including commercially-licensed drivers-reside in a single location?*

Meets Advisory Ideal

The Driver Services of the Colorado Department of Revenue has custodial responsibility of the Colorado driver data system, which resides in a single location and includes commercially licensed drivers.

Change Notes: Rating Unchanged.

77. *Does the driver data system capture details of novice driver, motorcycle, and driver improvement (remedial) training histories?*

Meets Advisory Ideal

Colorado maintains the Driver License Operating Procedure Manual, which specifies details related to updates of the DRIVES system with novice driver, motorcycle, and driver improvement training histories.

Change Notes: Rating Improved.

From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

78. *Does the driver data system capture and retain the dates of original issuance for all permits, licensing, and endorsements (e.g., learner's permit, provisional license, commercial driver's license, motorcycle license)?*

Meets Advisory Ideal

The driver data system captures the original issuance date for all licensing, permits, and endorsements.

Change Notes: Rating Unchanged.





Applicable Guidelines for the Driver Data System

79. *Is driver information maintained in a manner that accommodates interaction with the National Driver Register's PDPS and CDLIS?*

Meets Advisory Ideal

The Colorado driver data system is maintained in accordance with Federal standards. The State accommodates interaction with the National Driver Register's Problem Driver Pointer System (PDPS) and the Commercial Driver's License Information System (CDLIS).

Change Notes: Rating Unchanged.

Data Dictionary for the Driver Data System

80. *Are the contents of the driver data system documented with data definitions for each field?*

Meets Advisory Ideal

The contents of the State driver data system are documented in the DRIVES system with data definition for each data field.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

81. *Are all valid field values-including null codes-documented in the data dictionary?*

Meets Advisory Ideal

All valid field values - including null codes - are documented in the APP-Driver License Renewal Document of the DRIVES system.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

82. *Are there edit checks and data collection guidelines for each data element?*

Meets Advisory Ideal

The DRIVES system performs edit and data validation checks during data entry and interface transactions. In addition, the State has established reviews of the daily audit reports related to the driver data system.

Change Notes: Rating Unchanged.

83. *Is there guidance on how and when to update the data dictionary?*

Partially Meets Advisory Ideal

The DRIVES system is updated with changes to the driver system data dictionary. However, the State provided documentation that relates to the crash data system, and not to the driver data system. A documentation or narrative with more details related to the State's guidance and rules to update driver system data dictionary would have improved this rating.





Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

Procedures and Process Flows for the Driver Data System

84. *Does the custodial agency maintain accurate and up-to-date documentation detailing: the licensing, permitting, and endorsement issuance procedures; reporting and recording of relevant convictions, driver education, driver improvement course; and recording of information that may result in a change of license status (e.g., sanctions, withdrawals, reinstatement, revocations, cancellations and restrictions) including manual or electronic reporting and timelines, where applicable?*

Meets Advisory Ideal

The State maintains very detailed and up to date documentation related to licensing, permitting, and endorsement issuance, as well as to procedures for reporting and recording convictions, driver education and improvement courses, and other information that may result in a change of license status. While the Driver License Standard Operating Procedure Manual contains most of information related to these procedures, some details are maintained in other documentation, such as the Conviction Batch Procedure, which specifies details for reporting and recording convictions.

Change Notes: New Question.

85. *Is there a process flow diagram that outlines the driver data system's key data process flows, including inputs from other data systems?*

Meets Advisory Ideal

The Colorado driver data system is supported with detailed process flow diagrams indicating key data process flows and inputs from other data systems.

Change Notes: Rating Unchanged.

86. *Are the processes for error correction and error handling documented for: license, permit, and endorsement issuance; reporting and recording of relevant convictions; reporting and recording of driver education and improvement courses; and reporting and recording of other information that may result in a change of license status?*

Meets Advisory Ideal

Error correction and error handling processes are documented in the Driver License Standard Operations Manual.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

87. *Are there processes and procedures for purging data from the driver data system documented?*

Does Not Meet Advisory Ideal

Colorado does not purge data from the driver data system.





Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

88. *In States that have the administrative authority to suspend licenses based on a DUI arrest independent of adjudication, are these processes documented?*

Meets Advisory Ideal

The State maintains documentation pertaining procedures to suspend/revoke driver license based on a DUI arrest.

Change Notes: Rating Unchanged.

89. *Are there established processes to detect false identity licensure fraud?*

Meets Advisory Ideal

Colorado has established procedures to detect false identity licensure fraud. The Department of Revenue Motor Vehicle Investigation Unit investigates and prevents fraudulent attempts concerning driver license, identification cards, motor vehicle titles, registration, and other related documents.

Change Notes: Rating Unchanged.

90. *Are there established processes to detect internal fraud by individual users or examiners?*

Meets Advisory Ideal

The Motor Vehicle Investigations Unit is responsible for detecting and investigating the attempts of internal fraud by individual users or examiners. The Unit performs routine periodic audits of the employee transactions as well as investigations of reported fraud from employees.

Change Notes: Rating Unchanged.

91. *Are there established processes to detect CDL fraud?*

Meets Advisory Ideal

The State has established policies and procedures to detect CDL fraud. These procedures are followed by the CDL Testing Compliance Unit, which is responsible for detecting most of the CDL fraudulent activities.

Change Notes: Rating Unchanged.

92. *Does the State transfer the Driver History Record (DHR) electronically to another State when requested due to a change in State of Record?*

Meets Advisory Ideal

Colorado provides the driver history record information to another State "as part of a Change State of Record". The driver history record is transferred to the new State electronically. Transmission errors are worked in concert with the new State of Record so the driver history record can be pulled again.

Change Notes: New Question.





93. Does the State obtain the previous State of Record electronically upon request?

Partially Meets Advisory Ideal

Colorado obtains the previous State of Record for CDL drivers electronically through CDLIS. The State is currently in the process of becoming a participant in the State-to-State (S2S) program by January 2020, which will include the exchange of driving records electronically for non-CDL drivers.

Change Notes: New Question.

94. Does the State run facial recognition prior to issuing a credential?

Meets Advisory Ideal

Colorado uses one-to-one and a nightly one-to-many facial recognition check prior to issuing driver's license.

Change Notes: New Question.

95. Does the State exchange driver photos with other State Licensing agencies upon request?

Meets Advisory Ideal

The state exchanges driver photos with other State by the way of sending the encrypted photo via email to another State for comparison purposes. Colorado exchanges photos via the Digital Image Access Exchange (DIAE), for both CDL and non-CDL drivers.

Change Notes: New Question.

96. Are there policies and procedures for maintaining appropriate system and information security?

Meets Advisory Ideal

The DRIVES security team has a responsibility to maintain and manage appropriate system and information security within the driver data system.

Change Notes: Rating Unchanged.

97. Are there procedures in place to ensure that driver system custodians track access and release of driver information?

Meets Advisory Ideal

The State uses multi-tiered approval procedure to track access and release of driver information. The Access Request Form is used to identify the type and level of access that is requested. Once the request is granted, the DRIVES system manages the authorization and authentication to the system.

Change Notes: Rating Unchanged.

Driver System Interface with Other Components

98. Does the State post at-fault crashes to the driver record?

Meets Advisory Ideal

The State updates all crashes to the driver record. As evidence, the State provided the collision and





the crash report forms that are used to record crash data.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

99. *Does the State's DUI tracking system interface with the driver data system?*

Partially Meets Advisory Ideal

The State's driver, vehicle, and crash data are integrated into the DRIVES system. These data include DUI-related driver information, such as DUI convictions, DUI arrests, etc. However, Colorado does not have a separate DUI tracking system that is integrated with the driver system.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

100. *Is there an interface between the driver data system and the Problem Driver Pointer System, the Commercial Driver Licensing System, the Social Security Online Verification system, and the Systematic Alien Verification for Entitlement system?*

Meets Advisory Ideal

The State has an interface between the State's driver data system and the Problem Driver Pointer System (PDPS), the Commercial Driver License Information System (CDLIS), the Social Security Online Verification System (SSOLV), and the Systematic Alien Verification for Entitlement (SAVE) system.

Change Notes: Rating Unchanged.

101. *Does the custodial agency have the capability to grant authorized law enforcement personnel access to information in the driver system?*

Meets Advisory Ideal

Access to the State driver data system can be granted to authorized law enforcement personnel. The Department of Revenue uses the DOR Access Request Form that has to be completed, reviewed, and approved before access is granted to law enforcement personnel.

Change Notes: Rating Unchanged.

102. *Does the custodial agency have the capability to grant authorized court personnel access to information in the driver system?*

Meets Advisory Ideal

Colorado Courts can be granted access to the driver data through signed end user agreement with the court via web portal.

Change Notes: Rating Unchanged.

Data Quality Control Programs for the Driver System





103. *Is there a formal, comprehensive data quality management program for the driver system?*

Does Not Meet Advisory Ideal

The State does not have established a formal, comprehensive data quality management program for the driver system, as envisioned in the Advisory.

Change Notes: Rating Unchanged.

104. *Are there automated edit checks and validation rules to ensure entered data falls within a range of acceptable values and is logically consistent among data elements?*

Meets Advisory Ideal

The State performs edit checks and data validation procedures to ensure that entered data falls within a range of acceptable values and is satisfying specific format and validation rules.

Change Notes: Rating Unchanged.

105. *Are there timeliness performance measures tailored to the needs of data managers and data users?*

Meets Advisory Ideal

The State has established goals and timeliness performance measures (in days) of the driver data system tailored to the needs of data managers and data users. A list of such measures is provided by the State.

Change Notes: Rating Improved.

From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

106. *Are there accuracy performance measures tailored to the needs of data managers and data users?*

Does Not Meet Advisory Ideal

There are not any accuracy performance measures of the driver data system tailored to the needs of data managers and data users. The State has tracking mechanisms to capture data entry errors and to ensure accuracy of driver data, but the State does not have a metric to show how accurate are data in the driver system.

Change Notes: Rating Changed.

From 'Partially Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

107. *Are there completeness performance measures tailored to the needs of data managers and data users?*

Does Not Meet Advisory Ideal

There are not any completeness performance measures of the driver data system tailored to the needs of data managers and data users. Specific evidence provided by the State does not indicate the existence of completeness performance measures.

Change Notes: Rating Unchanged.





108. *Are there uniformity performance measures tailored to the needs of data managers and data users?*

Does Not Meet Advisory Ideal

There are not any uniformity performance measures of the driver data system tailored to the needs of data managers and data users. Data validation and field input masks used in the DRIVES system is not an actual performance measure.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

109. *Are there integration performance measures tailored to the needs of data managers and data users?*

Does Not Meet Advisory Ideal

There are not any integration performance measures of the driver data system tailored to the needs of data managers and data users. The State performs monitoring of the integrated data and tracking trends over time. However, there is no indication that integration performance measures, with baselines and actual values, exist for the driver data system.

Change Notes: Rating Unchanged.

110. *Are there accessibility performance measures tailored to the needs of data managers and data users?*

Does Not Meet Advisory Ideal

There are not any accessibility performance measures of the driver data system tailored to the needs of data managers and data users. The State has provided the access request form as documentation to this question. However, this is not a performance measure. Additionally, there are no baselines and actual values.

Change Notes: Rating Unchanged.

111. *Has the State established numeric goals-performance metrics-for each performance measure?*

Partially Meets Advisory Ideal

The State has not established numeric goals—performance metrics—for each performance measure, except for the timeliness performance measure. The State driver system is not supported by a comprehensive data quality management program, which would typically include established performance measures for each of the six data quality attributes, and not just for timeliness. Since these performance measures do not exist for accuracy, completeness, uniformity, integration, and accessibility, numeric goals for each of them cannot be specified.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

112. *Is the detection of high frequency errors used to generate updates to training content and data collection manuals, update the validation rules, and prompt form revisions?*

Meets Advisory Ideal





Colorado has established procedures to detect high frequency errors. These procedures include secondary review process of driver license and ID card transaction and weekly reporting and listing of all errors. These errors are thoroughly reviewed and can be used to generate updates to training manual. These errors can also indicate a need for an additional training for individual employee.

Change Notes: Rating Unchanged.

113. *Are sample-based audits conducted periodically for the driver reports and related database contents for that record?*

Partially Meets Advisory Ideal

The State has established detailed procedures to compare data entered at the driver license office with the driver data that are in the DRIVES system. However, these procedures are not comparable to independent sample-based audits aimed at quality aspects of the driver data system, as defined in the Advisory.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

114. *Are periodic comparative and trend analyses used to identify unexplained differences in the data across years and jurisdictions?*

Partially Meets Advisory Ideal

Trend analyses are completed by the State's Research and Analysis Division. However, details pertaining to what specific type of analyses were completed, or the frequency of such analyses, were not provided.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

115. *Is data quality feedback from key users regularly communicated to data collectors and data managers?*

Meets Advisory Ideal

Data quality feedback from key users is communicated to data managers via a help desk ticket process if there are data issues.

Change Notes: Rating Unchanged.

116. *Are data quality management reports provided to the TRCC for regular review?*

Does Not Meet Advisory Ideal

Data quality management reports are not provided to the TRCC for review.

Change Notes: Rating Unchanged.

Description and Contents of the Vehicle Data System





117. *Does custodial responsibility of the identification and ownership of vehicles registered in the State-including vehicle make, model, year of manufacture, body type, and adverse vehicle history (title brands)-reside in a single location?*

Meets Advisory Ideal

The Colorado Department of Revenue, Division of Motor Vehicles is the custodial agency of the Colorado vehicle data system that maintains all vehicle title and registration records.

Change Notes: Rating Unchanged.

118. *Does the State or its agents validate every VIN with a verification software application?*

Meets Advisory Ideal

The State DRIVES utilizes VINtelegence to populate vehicle information in regards to make model, and weight, as well as validate ever VIN.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

119. *Are vehicle registration documents barcoded-using at a minimum the 2D standard-to allow for rapid, accurate collection of vehicle information by law enforcement officers in the field using barcode readers or scanners?*

Meets Advisory Ideal

The State submitted samples of their title and registration documents showing the bar coding on these documents.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

Applicable Guidelines for the Vehicle Data System

120. *Does the vehicle system provide title information data to the National Motor Vehicle Title Information System (NMVTIS) at least daily?*

Meets Advisory Ideal

Colorado provides title information to the National Motor Vehicle Title Information System (NMVTIS) via real-time interface.

Change Notes: Rating Unchanged.

121. *Does the vehicle system query NMVTIS before issuing new titles?*

Meets Advisory Ideal

The State DRIVES system utilizes real-time querying of NMVTIS before issuing new titles.

Change Notes: Rating Improved.

From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.





122. *Does the State incorporate brand information recommended by AAMVA and/or received via NMVTIS on the vehicle record, whether the brand description matches the State's brand descriptions?*

Meets Advisory Ideal

The State incorporates brand information on the vehicle records that are recommended by AAMVA. The State provided the listing and definitions of the title brands.

Change Notes: Rating Unchanged.

123. *Does the State participate in the Performance and Registration Information Systems Management (PRISM) program?*

Does Not Meet Advisory Ideal

The State answered only yes that it is a participant in the Performance and Registration Information Systems Management (PRISM) program. However, the State failed to provide any of the suggested supporting evidence.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

Vehicle System Data Dictionary

124. *Does the vehicle system have a documented definition for each data field?*

Partially Meets Advisory Ideal

The State does have documented definitions for each data field in the DRIVES system. However, the State did not provide suggested relevant documentation (e.g., a sample of data definitions).

Change Notes: Rating Unchanged.

125. *Does the vehicle system include edit check and data collection guidelines that correspond to the data definitions?*

Meets Advisory Ideal

The State DRIVES has validation checks on data entry and interfaces. The county and State officials conduct daily reporting. Such vehicle data audits are reviewed daily as well.

Change Notes: Rating Unchanged.

126. *Are the collection, reporting, and posting procedures for registration, title, and title brand information formally documented?*

Meets Advisory Ideal

With an upgrade to the new DRIVES vehicle records system in 2018, the State has collection, reporting, and posting procedures formally documented for registration, title, and title brand. Updates to all procedures are now conducted on a regular basis on system improvements and reported to assistance managers in DRIVES.





Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

Procedures and Process Flows for the Vehicle Data System

127. *Is there a process flow that outlines the vehicle system's key data process flows, including inputs from other data systems?*

Partially Meets Advisory Ideal

The State provided a brief flow chart, but it lacked the kind of critical detail needed to achieve a higher rating.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

128. *Does the vehicle system flag or identify vehicles reported as stolen to law enforcement authorities?*

Meets Advisory Ideal

The DRIVES system flags vehicles reported in real-time as stolen with a "stolen" banner shown on the vehicle record.

Change Notes: Rating Unchanged.

129. *If the vehicle system does flag or identify vehicles reported as stolen to law enforcement authorities, are these flags removed when a stolen vehicle has been recovered or junked?*

Meets Advisory Ideal

The State removes the "stolen" banner when stolen vehicle has been recovered. Colorado receives a nightly data file with information on all recovered vehicles.

Change Notes: Rating Unchanged.

130. *Does the State record and maintain the title brand history (previously applied to vehicles by other States)?*

Meets Advisory Ideal

Colorado carries forward previous brand from other jurisdiction on the new Colorado title.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

131. *Are the steps from initial event (titling, registration) to final entry into the statewide vehicle system documented?*

Meets Advisory Ideal

The State DRIVES system has documented procedures that describe the steps from initial titling/registration event to final entry into the statewide vehicle data system.





Change Notes: Rating Unchanged.

132. *Is the process flow annotated to show the time required to complete each step?*

Meets Advisory Ideal

The State reported that DRIVES has the ability to track the time taken to complete each task by each user. County and State management set goals for their staff to complete tasks in DRIVES.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

133. *Does the process flow show alternative data flows and timelines?*

Does Not Meet Advisory Ideal

The State does not have a process flow that reflects alternative data flows and timelines. However, it was stated that, after system stabilization efforts are completed, a pending project will correct this deficiency.

Change Notes: Rating Unchanged.

134. *Does the process flow include processes for error correction and error handling?*

Does Not Meet Advisory Ideal

It was reported by the State that the key process flows are not yet documented but after the system stabilization efforts are completed, a pending project will correct this deficiency. Therefore, a rating of not meeting the advisory ideal is the only rating that can be issued at this time.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

Vehicle Data System Interface with Other Traffic Record System Components

135. *Are the driver and vehicle files unified in one system?*

Meets Advisory Ideal

The driver and vehicle transactions are completed through DRIVES and driver license records can be linked to vehicle ownership, establishing a unified system.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

136. *Is personal information entered into the vehicle system using the same conventions used in the driver system?*

Meets Advisory Ideal

The DRIVES system maintains transactions for both the State vehicle and the driver data system. Therefore, personal information entered into the vehicle system uses the same conventions that are used in the driver system.





Change Notes: Rating Improved.

From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

137. *When discrepancies are identified during data entry in the crash data system, are vehicle records flagged for possible updating?*

Partially Meets Advisory Ideal

Colorado appears to have procedures to identify discrepancies during data entry into the crash system. According to the State, all users use DRIVES and follow the same conventions. All users using the same conventions is necessary for an ideal system. Had a vehicle system manual, or excerpt been provided for documentation, it may have resulted in a higher rating.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

Data Quality Control Programs for the Vehicle Data System

138. *Is the vehicle system data processed in real-time?*

Partially Meets Advisory Ideal

With their new DRIVES, the State vehicle system processes registrations and titles in a real-time environment. If a discrepancy on a VIN or license plate number is identified during entry, it is corrected immediately. If a record already in the system is identified with an error, how that record is corrected was not indicated. Additional information regarding this process would have improved this rating.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

139. *Are there automated edit checks and validation rules to ensure that entered data falls within a range of acceptable values and is logically consistent among data elements?*

Does Not Meet Advisory Ideal

The State performs automated edit checks and validation procedures during data entry. However, the State did not provide suggested evidence. An excerpt from the relevant documentation or a narrative with details related to these edit checks and validation procedures would have improved this rating.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

140. *Are statewide vehicle system staff able to amend obvious errors and omissions for quality control purposes?*

Meets Advisory Ideal

The State has established protocol to grant authority to the highest level staff like managers to amend obvious errors and omissions.

Change Notes: Rating Unchanged.





141. *Are there timeliness performance measures tailored to the needs of data managers and data users?*

Partially Meets Advisory Ideal

The State uses visual display boards that provide information on the customer call wait times and it includes information on the established wait time goals. However, this information does not represent the timeliness performance measure of the vehicle data system, as specified in the Advisory.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

142. *Are there accuracy performance measures tailored to the needs of data managers and data users?*

Partially Meets Advisory Ideal

The State has established accuracy performance measures tailored to the needs of data managers and data users. Although the State provided some documentation indicating the existence of such measures, it is not clear which specific information in this documentation relates to accuracy performance measures. Clarifying such details could have improved this rating.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

143. *Are there completeness performance measures tailored to the needs of data managers and data users?*

Partially Meets Advisory Ideal

The State has established completeness performance measures tailored to the needs of data managers and data users. Although the State provided some documentation indicating the existence of certain performance measures, it is not clear which specific information in this documentation relates to completeness performance measures. Clarifying this information could have improved this rating.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

144. *Are there uniformity performance measures tailored to the needs of data managers and data users?*

Partially Meets Advisory Ideal

The State has established uniformity performance measures tailored to the needs of data managers and data users. Although the State provided some documentation indicating the existence of certain performance measures, it is not clear which specific information in this documentation relates to uniformity performance measures. Clarifying this information could have improved this rating.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.





145. *Are there integration performance measures tailored to the needs of data managers and data users?*

Partially Meets Advisory Ideal

The State has established integration performance measures tailored to the needs of data managers and data users. Although the State provided some documentation indicating the existence of certain performance measures, it is not clear which specific information in this documentation relates to integration performance measures. Clarifying this information would have improved this rating.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

146. *Are there accessibility performance measures tailored to the needs of data managers and data users?*

Partially Meets Advisory Ideal

The State has established accessibility performance measures tailored to the needs of data managers and data users. Although the State provided some documentation indicating the existence of certain performance measures, it is not clear which specific information in this documentation relates to accessibility performance measures. Clarifying this information could have improved this rating.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

147. *Has the State established numeric goals-performance metrics-for each performance measure?*

Partially Meets Advisory Ideal

The State has established numeric goals-performance metrics-for each performance measure and that would be true for those items (customer wait times, customer service time, inventory, auditing, and IRP web usage) listed in the attached Performance Plan, but there were no DRIVES specific vehicle records system numeric goals-performance metrics-for each measures provided to assess.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

148. *Is the detection of high frequency errors used to generate updates to training content and data collection manuals, update the validation rules, and prompt form revisions?*

Partially Meets Advisory Ideal

The State has monthly tracking of high frequency errors and that information is communicated via monthly newsletters and is used to update and enhance training. However, the State needs to verify if high frequency errors are used to update data collection manuals, update data validation rules, and prompt form revisions.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.





149. *Are sample-based audits conducted for vehicle reports and related database contents for that record?*

Does Not Meet Advisory Ideal

Colorado does not conduct sample-based audits for vehicle reports and related database contents.

Change Notes: Rating Unchanged.

150. *Are periodic comparative and trend analyses used to identify unexplained differences in the data across years and jurisdictions within the State?*

Partially Meets Advisory Ideal

The Department of Revenue has a research and analysis department that compiles statistical data throughout the State of Colorado to report comparative and trend analysis. Had some samples of vehicle records system statistical trend analysis and the frequency of these reports been provided, a higher rating could have been awarded.

Change Notes: Rating Unchanged.

151. *Is data quality feedback from key users regularly communicated to data collectors and data managers?*

Meets Advisory Ideal

The State identified multiple committees, involving local government officials using the DRIVES, with committees providing an opportunity for monitoring and feedback of the vehicle system available to ensure data quality. The State has established the DRIVES Governance Committee that plays a critical role in this process as well as in establishing best practices, system standards, and training protocol for the DRIVES system.

Change Notes: Rating Unchanged.

152. *Are data quality management reports provided to the TRCC for regular review?*

Does Not Meet Advisory Ideal

The State does not provide any data quality management reports to the TRCC for regular review. An opportunity exists for the State to engage this regular activity to benefit the entire Colorado traffic records system while, at the same time, gaining the support of other traffic records agencies in assisting with ongoing upgrades to the vehicle records system.

Change Notes: Rating Unchanged.

Description and Contents of the Roadway Data System

153. *Are all public roadways within the State located using a compatible location referencing system?*

Meets Advisory Ideal

The Colorado Department of Transportation (CDOT) is involved in a project to provide a compatible location referencing system for all State public roads. This project is compatible with the FHWA system called the All Road Network of Linear Referenced Data (ARNOLD). It appears the





State has successfully put in place a system to allow mapping compatibilities for all public roads using this project. This is a major accomplishment which is recognized as a best practice. The network is used for the annual HPMS reporting. Roadway data for all public roads and traffic data for the federal-aid system can be located along the new All Roads LRS. A map of all State public roads was provided to support the suggested evidence. Based on the single response from CDOT, it appears CDOT continues to use the legacy locating system to locate crash data, integrate roadway data with crash data on State maintained roadways only. The legacy system is also used to reference most discrete roadway data. The State is encouraged to give the All roads LRS project high priority in order to support traffic safety analytics on all public roads.

Change Notes: Rating Unchanged.

154. *Are the collected roadway and traffic data elements located using a compatible location referencing system (e.g., LRS, GIS)?*

Partially Meets Advisory Ideal

Currently the roadway and traffic data elements are located using CDOT's legacy LRM and not the new all public roads network. The State can translate between the two different systems. The State is in the process of moving other business areas to the All Roads LRM which will allow integration of location data across different systems. The State is encouraged to expedite this project in order to support statewide safety analysis on all public roads. The State did provide a sample map, demonstrating the capability to map/locate traffic count stations.

Change Notes: Rating Unchanged.

155. *Is there an enterprise roadway information system containing roadway and traffic data elements for all public roads?*

Partially Meets Advisory Ideal

At this time, the All Roads Network (ARNOLD) has been developed for the HPMS submittal, but is not available for all CDOT business areas. Further, crash data has not yet been incorporated into the new All Roads LRS for all public roads. CDOT is moving towards using only the All Roads LRM organization wide. This will allow crash data to be spatially referenced on all public roads within the State as well as allowing system integration to automate location data sharing. Staff is currently working with the Bridge systems to create APIs and REST Services to automate integration of LRM location information with the Bridge inventory data. Similar processes will be used to automate integration with Traffic Safety crash data. The ability to integrate crash data is a critical component of a statewide enterprise roadway information system, as stated earlier, the State is encouraged to expedite the ability to support this functionality.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

156. *Does the State have the ability to identify crash locations using a referencing system compatible with the one(s) used for roadways?*

Partially Meets Advisory Ideal

Colorado has the ability to identify crash locations using the legacy referencing system on State maintained roadways which supports robust safety analysis on that system. It is still in the process of moving that ability to the All Roads Network (ARNOLD) which will support similar analytical





processes on all State public roads. The State provided a sample map identifying crash locations for State maintained roadways.

Change Notes: Rating Unchanged.

157. *Is crash data incorporated into the enterprise roadway information system for safety analysis and management use?*

Partially Meets Advisory Ideal

Crash data is still integrated into the CDOT GIS enterprise roadway information system (State maintained roads) through a manual process. Crash/Roadway data is then used for project and program prioritization extensively. Safety analysis is required for all construction projects. The data drives the State Highway Safety Plan (SHSP).

Change Notes: Rating Unchanged.

Applicable Guidelines for the Roadway Data System

158. *Are all the MIRE Fundamental Data Elements collected for all public roads?*

Partially Meets Advisory Ideal

All MIRE FDEs are collected for State maintained roads and some FDEs are collected on the Off-State system roads. The State response included the Off-State system FDEs collected and the roadway types they are collected on.

Change Notes: Rating Unchanged.

159. *Do all additional collected data elements for any public roads conform to the data elements included in MIRE?*

Partially Meets Advisory Ideal

Many MIRE data elements beyond the FDEs are collected on State maintained roads. Only the FDEs are collected on some Off-System roads. CDOT has done a comparison of MIRE data elements to the existing elements already in their State system. Colorado is encouraged to map those elements to MIRE and include them in their documentation (data dictionary) which would allow the State to show acceptance and further conformance to the MIRE Guide.

Change Notes: Rating Unchanged.

Data Dictionary for the Roadway Data System

160. *Are all the MIRE Fundamental Data Elements for all public roads documented in the enterprise system's data dictionary?*

Does Not Meet Advisory Ideal

The collected MIRE elements are included in the data dictionary, however they are not specifically identified as MIRE elements. CDOT plans a process of updating the data dictionary to include a





MIRE element Y/N designation to the roadway characteristics definitions.

Change Notes: Rating Unchanged.

161. *Are all additional (non-Fundamental Data Element) MIRE data elements for all public roads documented in the data dictionary?*

Does Not Meet Advisory Ideal

The State does not have a detailed data dictionary that identifies all data elements as MIRE elements. Again, As the State improves their enterprise roadway system documentation, they might consider identifying the data elements that are MIRE FDEs and any additional MIRE data elements beyond the FDEs.

Change Notes: Rating Unchanged.

162. *Does local, municipal, or tribal (where applicable) roadway data comply with the data dictionary?*

Partially Meets Advisory Ideal

The State does not have a detailed data dictionary for the roadway system, but local data sources do utilize the State data schema for their roadway data.

Change Notes: Rating Unchanged.

163. *Is there guidance on how and when to update the data dictionary?*

Does Not Meet Advisory Ideal

CDOT does not maintain a detailed roadway system data dictionary or guidance on how and when to update the data dictionary. As the State makes progress on the ARNOLD project it is encouraged to improve the roadway enterprise system's documentation to include a comprehensive roadway system data dictionary and the controls and procedures that ensure the data dictionary is kept up-to-date.

Change Notes: Rating Unchanged.

Procedures and Process Flows for the Roadway Data System

164. *Are the steps for incorporating new elements into the roadway information system (e.g., a new MIRE element) documented to show the flow of information?*

Partially Meets Advisory Ideal

Colorado does not have a formal process for incorporating new elements into the roadway information system. If a need is identified, the Data Management Unit would meet and discuss the add/change with other potentially affected units to identify any problems that could arise. They then would request the change to the database through Colorado Office of Information Technology (OIT), OIT would then conduct a change risk assessment to assess any potential impacts on other applications and systems. If the risk is low, OIT would then initiate the change.

Change Notes: Rating Unchanged.





165. *Are the steps for updating roadway information documented to show the flow of information?*

Meets Advisory Ideal

The State provided the documented workflows for both on-system and off-system data additions to their system.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

166. *Are the steps for archiving and accessing historical roadway inventory documented?*

Does Not Meet Advisory Ideal

The State is not aware of any formal documentation for archiving and accessing historical roadway data.

Change Notes: Rating Unchanged.

167. *Are the procedures used to collect, manage, and submit local agency roadway data (e.g., county, MPO, municipality, tribal) to the statewide inventory documented?*

Partially Meets Advisory Ideal

No requirements exist for the local jurisdictions on the collection or management of roadway data. However, the CDOT GIS Section maintains the HUTF WebHUT Application to enable updating of the local road inventory database by local government staff via the internet. By using this program to enter updates, local staff can avoid "marking up" database printouts with changes, and filling out "System Change Reports" for additions to their road system. The State is encouraged to develop a representative group of local and State roadway system safety stakeholders to develop the procedures used to collect, manage, and submit local agency roadway data to the enterprise roadway system under the oversight and support of the Colorado STRAC.

Change Notes: Rating Unchanged.

168. *Are procedures for collecting and managing the local agency (to include tribal, where applicable) roadway data compatible with the State's enterprise roadway inventory?*

Meets Advisory Ideal

The local jurisdictions are required to submit their roadway data in a schema that is compatible with CDOT's roadway inventory. The schema and the submittal process is controlled through the use of the WebHUT application.

Change Notes: Rating Unchanged.

169. *Are there guidelines for collection of data elements as they are described in the State roadway inventory data dictionary?*

Partially Meets Advisory Ideal

Colorado has a number of guidelines for the collection of roadway information data elements. Since the State does not have a detailed data dictionary for safety roadway data, the State is encouraged to create a data dictionary for the data elements currently being used to support safety analysis possibly





using MIRE as a guide. Once the safety roadway inventory is in place then formal guidelines for collection and management of the required data elements could be developed.

Change Notes: Rating Unchanged.

Intrastate Roadway System Interface

170. *Are the location coding methodologies for all State roadway information systems compatible?*

Does Not Meet Advisory Ideal

Currently CDOT has at least two location coding methodologies for all State roadway information systems. These systems are not directly compatible without considerable manual effort. Colorado DOT management has issued a directive that mandates all business systems must use and be able to relate to the CDOT Unified LRS. However, the CDOT Unified LRS is for State-maintained roadways only and is landmark-based which is not compliant with the LRS developed for all public roads which is length-based and meets MAP-21 requirements. The CDOT roadway management system project will be complete in the near future and at that time all LRS editing will take place in the new system. Unfortunately, it is anticipated that the legacy system will be supported for a period of time and translations will need to take place between the two systems until the new system can be fully implemented.

Change Notes: Rating Unchanged.

171. *Are there interface linkages connecting the State's discrete roadway information systems?*

Does Not Meet Advisory Ideal

While the State does not currently have interface linkages between different systems, it appears that there are several ongoing initiatives to connect systems in the future. The State is encouraged to make the interface linkages connecting the State's discrete roadway information systems a priority whenever possible.

Change Notes: Rating Unchanged.

172. *Are the location coding methodologies for all regional, local, and tribal roadway systems compatible?*

Does Not Meet Advisory Ideal

Colorado DOT has two LRS systems in place currently. One for State-maintained roadways and a separate one that covers all public roadways. The two CDOT linear referencing systems are not compatible; however, data can be translated between the two systems. In addition, several regional or municipal entities may have their own LRS that may or may not be compliant with the two Colorado DOT linear referencing systems.

Change Notes: Rating Unchanged.





173. *Do roadway data systems maintained by regional and local custodians (e.g., MPOs, municipalities, and federally recognized Indian Tribes) interface with the State enterprise roadway information system?*

Does Not Meet Advisory Ideal

Roadway data systems maintained by local custodians can submit data to the Colorado DOT enterprise roadway information system. This is achieved through the CDOT web application WebHUT. However, local custodians of data systems cannot truly interface with the CDOT systems, and there is not a high degree of interoperability in place mostly due to the lack of compatible location methodologies for local and State roads. As the ARNOLD project progresses and compatible location methodologies are implemented the processes should support improved interfaces with local and CDOT roadway systems.

Change Notes: Rating Unchanged.

174. *Does the State enterprise roadway information system allow MPOs and local transportation agencies (to include federally recognized Tribes, where applicable) on-demand access to data?*

Meets Advisory Ideal

CDOT has a public-facing web portal, the Online Transportation Information System (OTIS). This site appears to be a robust GIS-based portal that allows the public and local governments to access a variety of roadway and other information. Local governments are also able to download any of the data from CDOT and incorporate it into their own systems if they choose.

Change Notes: Rating Unchanged.

Data Quality Control Programs for the Roadway Data System

175. *Do Roadway system data managers regularly produce and analyze data quality reports?*

Partially Meets Advisory Ideal

The State has indicated that data quality reports are produced but not on a regular basis. The State is encouraged to develop processes to produce and analyze data quality reports as well as sharing the results with the Colorado STRAC.

Change Notes: Rating Unchanged.

176. *Is there a formal program of error/edit checking for data entered into the statewide roadway data system?*

Meets Advisory Ideal

Specific tools are in place that perform data review. Some of the items checked for are missing attribution, values out of range, mismatched values (i.e. value indicates no median, but there is a median width of 20 ft recorded), missing segments, missing records, incorrect chainage of LRS are just a few.

Change Notes: Rating Improved.

From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.





177. *Are there procedures for prioritizing and addressing detected errors?*

Partially Meets Advisory Ideal

When errors are reported after a validation run those validation errors are corrected before any additional work is completed. The validations are run, corrected and run again until no more errors are reported. Prioritizing errors is done on a job by job basis. If time is limited there may be some edits that must take a priority and be completed while others may be less important and not require immediate attention.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

178. *Are there procedures for sharing quality control information with data collectors through individual and agency-level feedback and training?*

Partially Meets Advisory Ideal

While the State has described their procedure for providing feedback to data units, they have indicated that formal procedures are not documented. Additionally, the State did not provide any information regarding training as a result of the quality control process.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

179. *Are there timeliness performance measures tailored to the needs of data managers and data users?*

Does Not Meet Advisory Ideal

It was reported that timeliness performance measures are not in place because State and federal mandates control when data should be available. An example timeliness measure from the Model Performance Measures for State Traffic Records Systems is, "The median or mean number of days from (a) roadway project completion to (b) the date the updated critical data elements are entered into the roadway inventory file". The State might consider establishing such a performance measure, monitoring progress, and reporting the results to roadway system stakeholders.

Change Notes: Rating Unchanged.

180. *Are there accuracy performance measures tailored to the needs of data managers and data users?*

Does Not Meet Advisory Ideal

Colorado has not established accuracy performance measures. CDOT reported accuracy is based on our validation run and ensuring that we do not have any spatial or tabular validation errors in the data. Colorado might consider referring to NHTSA's Model Performance Measures for Traffic Records document to see if reported errors from the validation runs could be incorporated into accuracy performance measures.

Change Notes: Rating Unchanged.





181. *Are there completeness performance measures tailored to the needs of data managers and data users?*

Does Not Meet Advisory Ideal

The State indicated they do not have completeness performance measures.

Change Notes: Rating Unchanged.

182. *Are there uniformity performance measures tailored to the needs of data managers and data users?*

Does Not Meet Advisory Ideal

Colorado reported they have not established formal uniformity performance measures for their roadway data.

Change Notes: Rating Unchanged.

183. *Are there accessibility performance measures tailored to the needs of data managers and data users?*

Does Not Meet Advisory Ideal

Colorado reported they have not established formal accessibility performance measures for their roadway data. The State might consider developing accessibility performance measure from their OTIS system.

Change Notes: Rating Unchanged.

184. *Are there integration performance measures tailored to the needs of data managers and data users?*

Does Not Meet Advisory Ideal

Colorado reported they have not established formal integration performance measures for their roadway data. The State might consider creating integration performance measures as part of the ARNOLD project implementation and the discrete roadway information data sets are integrated.

Change Notes: Rating Unchanged.

185. *Has the State established numeric goals-performance metrics-for each performance measure?*

Does Not Meet Advisory Ideal

Colorado has not established numeric goals-performance metrics for their roadway data.

Change Notes: New Question.

186. *Are data quality management reports provided to the TRCC for regular review?*

Does Not Meet Advisory Ideal

Colorado does not provide roadway data quality management reports to the TRCC for regular review.

Change Notes: New Question.





Description and Contents of the Citation and Adjudication Data Systems

187. *Is citation and adjudication data used for the prosecution of offenders; adjudication of cases; traffic safety analysis to identify problem locations, problem drivers, and issues related to the issuance of citations; and for traffic safety program planning purposes?*

Partially Meets Advisory Ideal

The Colorado State Police use citation data as part of the traffic safety analysis to identify problem locations for enforcement purposes to reduce fatal and injury crashes. It is unclear from the response how this data is used. Although the Colorado Judicial Branch does not use the data for prosecution as it is not their role, perhaps the information can be obtained through the State or District Attorney's Office. For example, is a defendant's citation/adjudication history available to prosecutors when disposing of the instant case. A response re: Traffic Safety Program Planning is missing. There may be other respondents who would be able to answer that aspect of the question for the State.

Change Notes: Rating Unchanged.

188. *Is there a statewide authority that assigns unique citation numbers?*

Does Not Meet Advisory Ideal

In Colorado, each law enforcement agency assigns citations unique numbers. The State does not have a statewide authority that assigns unique citation numbers.

Change Notes: Rating Unchanged.

189. *Are all citation dispositions-both within and outside the judicial branch-tracked by a statewide citation tracking system?*

Partially Meets Advisory Ideal

The Colorado Department of Motor Vehicles maintains the statewide citation tracking system within a system referred to as DRIVES. The Colorado Judicial Branch sends all dispositions on cases adjudicated within judicial to the department of motor vehicles, with municipal courts reporting convictions only.

Change Notes: Rating Unchanged.

190. *Are final dispositions (up to and including the resolution of any appeals) posted to the driver data system?*

Partially Meets Advisory Ideal

The judiciary sends citation dispositions to the Department of Motor Vehicles daily by SFTP. Some local courts may also send paper records to DMV. Records sent electronically are also electronically





posted to the driver record, except for errors. Those submitted on paper are entered manually. The percentage of each was not provided.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

191. *Are the courts' case management systems interoperable among all jurisdictions within the State (including tribal, local, municipal, and State)?*

Partially Meets Advisory Ideal

While 63 of 64 county courts are reported to use the State's case management system, most municipal courts do not and the systems are seemingly not interoperable.

Change Notes: Rating Unchanged.

192. *Is there a statewide system that provides real-time information on individuals' driving and criminal histories?*

Meets Advisory Ideal

The Colorado Bureau of Investigation provides real-time information on an individual's criminal history to law enforcement. The Colorado Department of Motor Vehicles is housed within the Colorado Department of Revenue and provides real-time information on driving histories to law enforcement.

Change Notes: Rating Unchanged.

193. *Do all law enforcement agencies, parole agencies, probation agencies, and courts within the State participate in and have access to a system providing real-time information on individuals driving and criminal histories?*

Partially Meets Advisory Ideal

Driver histories are available through real-time access to the Department of Motor Vehicles' DRIVES system. Criminal histories are available through CBI's CCIC system. There does not appear to be a single access system for these records. Background checks are required for access to each system. Law enforcement did not respond to this question and it is not clear if all law enforcement officers have access to DRIVES and CCIC from their cars or whether they go through dispatch or some other mechanism.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

Applicable Guidelines and Participation in National Data Exchange Systems for the Citation and Adjudication Systems

194. *Are DUI convictions and traffic-related felonies reported according to Uniform Crime Reporting (UCR) guidelines?*

Meets Advisory Ideal





The Colorado State Police and all other law enforcement agencies submit DUI and other traffic felonies originating with their agency to the Colorado Bureau of Investigation; the data collected by CSP complies with the data requirements. The CBI submits these to the FBI according to the guidelines.

Change Notes: Rating Improved.

From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

195. *Do the appropriate portions of the citation and adjudication systems adhere to the NIEM Justice domain guidelines?*

Partially Meets Advisory Ideal

Some portions of the citation and adjudication systems are NIEM compliant. NIEM standards are in place for CICJIS connections. CICJIS is the data hub for criminal cases which transfers information to other criminal justice agencies.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

196. *Does the State use any National Center for State Courts (NCSC) guidelines for court records?*

Meets Advisory Ideal

The State utilizes the National Center for State Courts Courttool Guidelines for court records.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

Data Dictionary for the Citation and Adjudication Data Systems

197. *Does the statewide citation tracking system have a data dictionary?*

Does Not Meet Advisory Ideal

The State did not provide a data dictionary for the citation tracking system. The State considers its driver system its citation tracking system, and indicated that a data dictionary is contained within DRIVES. However, the attachment provided by the State is a list of citations authorized by regulation, which is not a data dictionary. Please see the Traffic Records Assessment Advisory for a description of a data dictionary.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

198. *Do the courts' case management system data dictionaries provide a definition for each data field?*

Does Not Meet Advisory Ideal

The State's court system includes a data base of all meta data. This documentation was not provided. The screen shot provided from the courts case management system is insufficient as a data dictionary. A data dictionary includes a description of each field, acceptable values, an indication if





a field is required or not, length of field, expected format, and dependencies or linkages to other data sources, for example.

Change Notes: Rating Unchanged.

199. *Do the citation data dictionaries clearly define all data fields?*

Does Not Meet Advisory Ideal

The documentation provided appears to be the data fields that are transmitted by the courts to the DMV daily. Although this has some components common in a data dictionary, the two things are different. Please see the Traffic Records Assessment Advisory for more information on data dictionaries.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

200. *Do the courts' case management system data dictionaries clearly define all data fields?*

Does Not Meet Advisory Ideal

The documentation provided in previous responses are not data dictionaries for the courts case management system. No additional documentation was provided for this question, and the State indicates they cannot share because of strict policies.

Change Notes: Rating Unchanged.

201. *Are the citation system data dictionaries up-to-date and consistent with the field data collection manual, training materials, coding manuals, and corresponding reports?*

Does Not Meet Advisory Ideal

The State indicates its citation system (DRIVES) data dictionary is updated as changes are made in DRIVES, which is at least annually. A narrative or documentation explaining how and when associated training or procedures manuals are updated to comport with the data dictionary changes was not provided. The emphasis of this question is on the consistency between the data fields and the manuals and training of those collecting the data.

Change Notes: Rating Changed.

From 'Partially Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

202. *Do the citation data dictionaries indicate the data fields that are populated through interfaces with other traffic records system components?*

Does Not Meet Advisory Ideal

The State citation data dictionaries do not indicate the data fields populated through interfaces with other traffic records system components; however the file will indicate if the case was transmitted electronically.

Change Notes: Rating Unchanged.





203. *Do the courts' case management system data dictionaries indicate the data fields populated through interface linkages with other traffic records system components?*

Does Not Meet Advisory Ideal

The State maintains that it cannot release court data dictionary details. The documentation provided in previous questions does not indicate which data fields for the courts case management system are populated through interfaces with other data sources. It appears that the documentation provided is the agreement of data fields submitted in its daily transmission from the courts to the DMV. This is not a data dictionary, nor is this data transfer the same as linking data sources. Data linkages might be, for example, if the court staff entered a driver license number in the case management system and that number is then used to link to the driver record system maintained by DMV and pulls back the associated name, address, or even simply validates that the data entered by the courts matches that of the driver system.

Change Notes: Rating Unchanged.

Procedures and Process Flows for the Citation and Adjudication Data Systems

204. *Does the State track citations from point of issuance to posting on the driver file?*

Partially Meets Advisory Ideal

The State does not have a single citation tracking system from point of issuance, as each law enforcement agency manages its own citations. Once citations are submitted to the courts, they are tracked through to adjudication (by the court) and posting on the driver record (by the DMV). Please consider providing a flow chart showing transmittal and indicating whether any citations are electronically issued and if citation data is electronically submitted to the court by the law enforcement agencies or manually submitted via paper citations.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

205. *Does the State distinguish between the administrative handling of court payments in lieu of court appearances (mail-ins) and court appearances?*

Meets Advisory Ideal

The State distinguishes between the administrative handling of court payments in lieu of court appearances (mail-ins) and court appearances.

Change Notes: Rating Improved.

From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

206. *Does the State have a system for tracking administrative driver penalties and sanctions?*

Meets Advisory Ideal

The State's DMV records and tracks administrative sanctions through DRIVES. The Driver License System calculates administrative sanctions each night based on new citation or conviction data that would trigger an administrative sanction.





Change Notes: Rating Unchanged.

207. *Does the State track the number and types of traffic citations for juvenile offenders?*

Partially Meets Advisory Ideal

The court does not track citations based on age, although the court's case management system is capable of generating this information.

Change Notes: Rating Unchanged.

208. *Are deferrals and dismissals tracked by the court case management systems or on the driver history record (DHR) to insure subsequent repeat offenses are not viewed as first offenses?*

Partially Meets Advisory Ideal

Deferrals and dismissals are tracked by the court case management systems but not always on the driver history record (DHR). Dismissed citations and successful deferrals are not sent to the Department of Motor Vehicles.

Change Notes: Rating Unchanged.

209. *Are there State and/or local criteria for deferring or dismissing traffic citations and charges?*

Does Not Meet Advisory Ideal

The State did not articulate any State and/or local criteria for deferring or dismissing traffic citations and charges.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

210. *Are the processes for retaining, archiving or purging citation records defined and documented?*

Partially Meets Advisory Ideal

The courts maintain electronic case files permanently and have a documented records retention schedule for paper files. DOR states that citation records are kept 41 days before being destroyed or returned to the court. DOR's response did not appear to consider electronic records retention - when citations are entered on the driving record, it is not clear if they are permanently retained or purged based on certain criteria.

Change Notes: Rating Unchanged.

211. *Are there security protocols governing data access, modification, and release in the adjudication system?*

Meets Advisory Ideal

The State has documented security protocols governing data access, modification, and release in the adjudication system.

Change Notes: Rating Unchanged.





212. *Does the State have an impaired driving data tracking system that uses some or all the data elements or guidelines of NHTSA's Model Impaired Driving Records Information System (MIDRIS), which provides a central point of access for DUI Driver information from the time of the stop/arrest through adjudication, sanctions, rehabilitation, prosecution and posting to the driver history file?*

Does Not Meet Advisory Ideal

While the Department of Revenue indicates that there is tracking of administrative actions, the narrative does not explain how that is done, what the data components include, or whether criminal DUI charges and convictions are tracked.

Change Notes: Rating Unchanged.

213. *Does the DUI tracking system include BAC and any drug testing results?*

Does Not Meet Advisory Ideal

The Department of Revenue collects BAC, although no evidence of that collection was provided. DOR states that drugs are not captured in its system. Again, it is not explained what system tracks this information for DOR.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

Citation and Adjudication Systems Interface with Other Components

214. *Does the citation system interface with the driver system to collect driver information to help determine the applicable charges?*

Partially Meets Advisory Ideal

The State considers DRIVES its citation tracking system as well as its driver license system. Based on previous responses, DRIVES runs nightly jobs to identify new citation or adjudication data that might trigger administrative sanctions, including points. No documentation was provided.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

215. *Does the citation system interface with the vehicle system to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock)?*

Partially Meets Advisory Ideal

The State's DRIVES system includes citation, driver, and vehicle data. Based on previous responses, one could infer that the vehicle information is used in nightly processes to apply interlock and other vehicle sanctions based on new citation or adjudication data. This is not clearly explained, however, nor is documentation attached.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.





216. *Does the citation system interface with the crash system to document violations and charges related to the crash?*

Partially Meets Advisory Ideal

Crash data is also contained within DRIVES.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

217. *Does the adjudication system interface with the driver system to post dispositions to the driver file?*

Meets Advisory Ideal

Based on previous responses, the courts do transmit dispositions to the DMV daily by SFTP. This electronic data is posted electronically to the driver record, and errors are returned to the court electronically for correction.

Change Notes: New Question.

218. *Does the adjudication system interface with the vehicle system to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock mandates, and supervision)?*

Does Not Meet Advisory Ideal

The adjudication system does not interface with the vehicle system.

Change Notes: Rating Unchanged.

219. *Does the adjudication system interface with the crash system to document violations and charges related to the crash?*

Partially Meets Advisory Ideal

The court's case management system interfaces with DRIVES, which contains the crash system. According to DOR, various applications within the system indicate crash data. The court transmits files to DOR nightly and those files update DRIVES. Although it is not fully explained, it appears that nightly batch jobs may also update crash data.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

Quality Control Programs for the Citation and Adjudication Systems

220. *Are there timeliness performance measures tailored to the needs of citation systems managers and data users?*

Does Not Meet Advisory Ideal

The State did not articulate any timeliness performance measures tailored to the needs of citation systems managers and data users, although the response indicates performance metrics and goals





exist.

Change Notes: Rating Unchanged.

221. *Are there accuracy performance measures tailored to the needs of citation systems managers and data users?*

Does Not Meet Advisory Ideal

The State did not provide a performance measure. An example performance measure for citation timeliness might be the duration between the date of citation issuance and the date of receipt of the citation by the court. It appears that this type of measures is contemplated in the State's Traffic Records Strategic Plan.

Change Notes: Rating Unchanged.

222. *Are there completeness performance measures tailored to the needs of citation systems managers and data users?*

Does Not Meet Advisory Ideal

The State did not articulate a completeness performance measure.

Change Notes: Rating Unchanged.

223. *Are there uniformity performance measures tailored to the needs of citation systems managers and data users?*

Does Not Meet Advisory Ideal

The State did not provide a performance measure. An example performance measure for citation uniformity might be whether all required data fields are included for all citations provided to the court or Department of Revenue, or whether certain data fields, regardless of issuing agency, contain a valid set of responses.

Change Notes: Rating Unchanged.

224. *Are there integration performance measures tailored to the needs of citation systems managers and data users?*

Does Not Meet Advisory Ideal

The State did not provide a performance measure. A citation integration performance measure might include a reference to the collection of data from original data sources, for example, the number or percentage of citations where driver license information is imported directly from the driver record/license.

Change Notes: Rating Unchanged.

225. *Are there accessibility performance measures tailored to the needs of citation systems managers and data users?*

Does Not Meet Advisory Ideal

The State did not articulate an accessibility performance measure.





Change Notes: Rating Unchanged.

226. *Has the State established numeric goals-performance metrics-for each citation system performance measure?*

Does Not Meet Advisory Ideal

The State did not provide the specific, State-determined numeric goals associated with each performance measure in use. The respondent may have misinterpreted this question. Please note that this question references targets or metrics specific to established system performance measures.

Change Notes: New Question.

227. *Are there timeliness performance measures tailored to the needs of adjudication systems managers and data users?*

Partially Meets Advisory Ideal

The Judicial Branch uses Courttools Time to Disposition standards to measure our data is within the timeliness standards suggested by the National Center for State Courts. Statute (18-1-405) provides that a trial must be held within 6 months of the entry of a not guilty plea by the defendant. The most current baseline and actual values were not provided.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

228. *Are there accuracy performance measures tailored to the needs of adjudication systems managers and data users?*

Does Not Meet Advisory Ideal

The State did not articulate an accuracy performance measure tailored to the needs of adjudication systems managers and data users, although the response indicates these performance measures exist. There appears to be a fairly robust system in place to audit the records therefore it would appear a performance measure in accuracy could be developed and tracked relatively easily.

Change Notes: Rating Changed.

From 'Partially Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

229. *Are there completeness performance measures tailored to the needs of adjudication systems managers and data users?*

Does Not Meet Advisory Ideal

The State did not articulate a completeness performance measure, tailored to the needs of adjudication systems managers and data users, although the response indicates performance measures exist.

Change Notes: Rating Unchanged.





230. *Are there uniformity performance measures tailored to the needs of adjudication systems managers and data users?*

Does Not Meet Advisory Ideal

The State did not articulate a uniformity performance measure tailored to the needs of adjudication systems managers and data users.

Change Notes: New Question.

231. *Are there integration performance measures tailored to the needs of adjudication systems managers and data users?*

Does Not Meet Advisory Ideal

The State did not articulate an integration performance measures tailored to the needs of adjudication systems managers and data users.

Change Notes: Rating Changed.

From 'Partially Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

232. *Are there accessibility performance measures tailored to the needs of adjudication systems managers and data users?*

Does Not Meet Advisory Ideal

The State did not articulate an accessibility performance measure tailored to the needs of adjudication systems managers and data users.

Change Notes: New Question.

233. *Has the State established numeric goals-performance metrics-for each adjudication system performance measure?*

Does Not Meet Advisory Ideal

The State has not articulated any established numeric goals-performance metrics-for each adjudication system performance measure.

Change Notes: New Question.

234. *Does the State have performance measures for its DUI Tracking system?*

Does Not Meet Advisory Ideal

The State does not have performance measures for a DUI tracking system. It is not clear if the State has a DUI tracking system.

Change Notes: Rating Unchanged.

235. *Are sample-based audits conducted periodically for citations and related database content for that record?*

Meets Advisory Ideal

The State performs sample-based audits periodically.

Change Notes: New Question.





236. *Are data quality management reports provided to the TRCC for regular review?*

Does Not Meet Advisory Ideal

Data quality management reports are not provided to the TRCC for regular review.

Change Notes: New Question.

Injury Surveillance System

237. *Is there an entity in the State that quantifies the burden of motor vehicle injury using EMS, emergency department, hospital discharge, trauma registry and vital records data?*

Meets Advisory Ideal

The Colorado Department of Public Health and Environment (CDPHE) produces an annual report, called Injury in Colorado, that includes injuries from traffic using emergency department, hospital discharge, and vital records data. The Injury in Colorado report will be updated in the winter of 2019 using 2016-2018 data.

Change Notes: New Question.

238. *Are there any other statewide databases that are used to quantify the burden of motor vehicle injury?*

Meets Advisory Ideal

The CDPHE's Child Fatality Prevention System uses a combination of vital records data, hospitalization data, EMS reports, coroner reports, child protective services reports, and other source documents. Traffic crashes are a circumstance that is investigated as part of that project.

Change Notes: Rating Unchanged.

239. *Do the State's privacy laws allow for the use of protected health information to support data analysis activities?*

Meets Advisory Ideal

The CDPHE has the authority to use protected health information for the purpose of public health activities, including data analyses for injury surveillance. CDPHE is defined as a public health authority and as such may use protected health information data for program purposes. Access to other agencies is available with proper Institutional Review Board approval.

Change Notes: New Question.

Emergency Medical Systems (EMS) Description and Contents

240. *Is there a statewide EMS database?*

Meets Advisory Ideal

All licensed agencies are required to submit patient care reports to the CDPHE Emergency Medical





and Trauma Services (EMTS) branch. That system serves as the statewide EMS database.

Change Notes: Rating Improved.

From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

241. *Does the EMS data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?*

Partially Meets Advisory Ideal

The EMS data tracks the frequency and nature of injuries sustained in motor vehicles crashes through the use of ICD-10 codes. Other than through the use of the Trauma Triage Criteria and pain assessment, severity is not calculated as part of the ePCR.

Change Notes: Rating Unchanged.

242. *Is the EMS data available for analysis and used to identify problems, evaluate programs, and allocate resources?*

Meets Advisory Ideal

The Regional Emergency Medical and Trauma Advisory Councils regularly use EMS data for problem identification, resource allocation, and program evaluation. EMS data have also been used to support legislative activities such as advocating for a primary seat belt law.

Change Notes: Rating Unchanged.

EMS - Guidelines

243. *Does the State have a NEMSIS-compliant statewide database?*

Meets Advisory Ideal

The statewide EMS database is NEMSIS-compliant and submissions to the national database are completed by the vendor, ImageTrend.

Change Notes: Rating Unchanged.

EMS – Data Dictionary

244. *Does the EMS system have a formal data dictionary?*

Meets Advisory Ideal

Colorado requires all NEMSIS elements, with no additional State-specific fields, and uses the national data dictionary.

Change Notes: Rating Unchanged.

EMS – Procedures & Processes





245. *Is there a single entity that collects and compiles data from the local EMS agencies?*

Meets Advisory Ideal

The EMS reporting system is managed by the Emergency Medical and Trauma Services (EMTS) Branch in the Colorado Department of Public Health and Environment (CDPHE) Health Facilities Emergency Medical Services division.

Change Notes: Rating Unchanged.

246. *Is aggregate EMS data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?*

Meets Advisory Ideal

Aggregate EMS data are available upon request, which is reviewed internally by the EMTS data manager and CDPHE EMTS Branch staff to ensure all confidentiality requirements are met.

Change Notes: Rating Unchanged.

247. *Are there procedures in place for the submission of all EMS patient care reports to the Statewide EMS database?*

Meets Advisory Ideal

Only electronic patient care reports are accepted into the State system, either transmitted directly using ImageTrend software or through a third-party vendor upload.

Change Notes: Rating Unchanged.

248. *Are there procedures for returning data to the reporting EMS agencies for quality assurance and improvement (e.g., correction and resubmission)?*

Partially Meets Advisory Ideal

Errors identified during the submission process are shared with the agency through email feedback reports. On a quarterly basis, quality control reports are provided to the Regional EMS and Trauma Advisory Councils (RETAC) for agency-specific outreach and improvement.

Change Notes: Rating Unchanged.

EMS – Quality Control

249. *Are there automated edit checks and validation rules to ensure that entered EMS data falls within a range of acceptable values and is logically consistent among data elements?*

Meets Advisory Ideal

Automated checks and validation rules have been documented and are incorporated into the data review process.

Change Notes: Rating Unchanged.





250. *Are there processes for returning rejected EMS patient care reports to the collecting entity and tracking resubmission to the statewide EMS database?*

Meets Advisory Ideal

The EMTS branch created a weekly report that shows which reports have failed and for what reason. This report is delivered via email to the affected agencies. If necessary, a follow-up call is made to the agency to insure the issue is resolved and the rejected report was properly resubmitted.

Change Notes: Rating Improved.

From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

251. *Are there timeliness performance measures tailored to the needs of EMS system managers and data users?*

Partially Meets Advisory Ideal

Electronic patient care reports are required to be submitted to CDPHE within 60 days of patient contact. A report is generated that tracks the number of hours taken to submit reports to CDPHE. There is no performance measure with a baseline, timeframe, and goal against which the system may be evaluated regularly.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

252. *Are there accuracy performance measures tailored to the needs of EMS system managers and data users?*

Does Not Meet Advisory Ideal

Quality reports are available, but there is no performance measure with a baseline, timeframe, and goal against which the system may be evaluated regularly.

Change Notes: Rating Unchanged.

253. *Are there completeness performance measures tailored to the needs of EMS system managers and data users?*

Partially Meets Advisory Ideal

Validity measure reports are produced quarterly, but there is no documented performance measure with a baseline, timeframe, and goal against which the system may be evaluated regularly.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

254. *Are there uniformity performance measures tailored to the needs of EMS system managers and data users?*

Does Not Meet Advisory Ideal

There were no uniformity measures available to review.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.





255. *Are there integration performance measures tailored to the needs of EMS system managers and data users?*

Does Not Meet Advisory Ideal

Colorado does not have a performance measure related to integration that would allow the State to track their ability to integrate EMS data with other traffic records data systems.

Change Notes: Rating Unchanged.

256. *Are there accessibility performance measures tailored to the needs of EMS system managers and data users?*

Does Not Meet Advisory Ideal

Colorado does not maintain a performance measure related to the accessibility of EMS data.

Change Notes: Rating Unchanged.

257. *Has the State established numeric goals-performance metrics-for each EMS system performance measure?*

Partially Meets Advisory Ideal

While not established as performance measures, goals have been set for the State's timeliness, accuracy, and completeness. The inclusion of baseline metrics and periodic updates will allow the State to accurately track the health of data collection systems.

Change Notes: Rating Unchanged.

258. *Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the EMS system?*

Does Not Meet Advisory Ideal

Quality control reviews are not being conducted on EMS data.

Change Notes: Rating Unchanged.

259. *Are periodic comparative and trend analyses used to identify unexplained differences in the EMS data across years and agencies?*

Meets Advisory Ideal

Trend analyses are conducted quarterly and shared with the regional coordinators to improve data quality and address any gaps.

Change Notes: Rating Unchanged.

260. *Is data quality feedback from key users regularly communicated to EMS data collectors and data managers?*

Meets Advisory Ideal

There is a structured feedback loop that the EMTS data team has built using bi-monthly meetings with agencies, data collectors, and software vendors.

Change Notes: Rating Improved.





From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

261. *Are EMS data quality management reports produced regularly and made available to the State TRCC?*

Does Not Meet Advisory Ideal

EMS data quality reports are not regularly provided to the Traffic Records Coordinating Committee.

Change Notes: Rating Unchanged.

Emergency Department - System Description

262. *Is there a statewide emergency department (ED) database?*

Meets Advisory Ideal

The Colorado Hospital Association (CHA) manages the statewide emergency department data system and the CDPHE subsequently purchases those data.

Change Notes: Rating Unchanged.

263. *Does the emergency department data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?*

Partially Meets Advisory Ideal

Emergency department data include frequency, principal diagnosis (nature of injury), and the external cause codes as recorded using ICD-10. Severity, in the form of AIS or ISS scores, is not calculated or tracked.

Change Notes: Rating Unchanged.

264. *Is the emergency department data available for analysis and used to identify problems, evaluate programs, and allocate resources?*

Meets Advisory Ideal

The Violence and Injury Prevention Mental Health Promotion Branch at CDPHE produces an annual report each year that includes emergency department data in addition to data from death and hospitalization records.

Change Notes: Rating Unchanged.

Emergency Department – Data Dictionary

265. *Does the emergency department dataset have a formal data dictionary?*

Meets Advisory Ideal

The Colorado Hospital Association has developed a data dictionary for the emergency department data system.





Change Notes: Rating Unchanged.

Emergency Department – Procedures & Processes

266. *Is there a single entity that collects and compiles data on emergency department visits from individual hospitals?*

Meets Advisory Ideal

The Colorado Hospital Association maintains the State's emergency department database.

Change Notes: Rating Unchanged.

267. *Is aggregate emergency department data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?*

Meets Advisory Ideal

Aggregate data may be obtained through the CDPHE once a request has been submitted and approved.

Change Notes: Rating Unchanged.

Hospital Discharge – System Description

268. *Is there a statewide hospital discharge database?*

Meets Advisory Ideal

The CHA manages the statewide hospital discharge data system and the CDPHE subsequently purchases those data.

Change Notes: Rating Unchanged.

269. *Does the hospital discharge data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?*

Partially Meets Advisory Ideal

The State's hospital discharge data are used to track the frequency and nature of injury. However, Abbreviated Injury Scale (AIS) and Injury Severity Scores (ISS) are not calculated.

Change Notes: Rating Unchanged.

270. *Is the hospital discharge data available for analysis and used to identify problems, evaluate programs, and allocate resources?*

Meets Advisory Ideal

The Violence and Injury Prevention Mental Health Promotion Branch at CDPHE produces an annual report that includes hospital discharge data in addition to data from death and emergency department records. Additionally, the Colorado Problem Identification Report contains hospital discharge data related to motor vehicle injuries.





Change Notes: Rating Unchanged.

Hospital Discharge – Data Dictionary

271. *Does the hospital discharge dataset have a formal data dictionary?*

Meets Advisory Ideal

The CHA has developed a data dictionary for the hospital discharge data system.

Change Notes: Rating Unchanged.

Hospital Discharge – Procedures & Processes

272. *Is there a single entity that collects and compiles data on hospital discharges from individual hospitals?*

Meets Advisory Ideal

The CHA maintains the State's hospital discharge database.

Change Notes: Rating Unchanged.

273. *Is aggregate hospital discharge data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?*

Meets Advisory Ideal

Aggregate data may be obtained through the CDPHE once a request has been submitted and approved.

Change Notes: Rating Unchanged.

Emergency Department and Hospital Discharge – Guidelines

274. *Are Abbreviated Injury Scale (AIS) and Injury Severity Score (ISS) derived from the State emergency department and hospital discharge data for motor vehicle crash patients?*

Does Not Meet Advisory Ideal

Neither AIS or ISS scores are included in the emergency or hospital discharge data nor are they calculated using the ICD-10 codes contained in each.

Change Notes: Rating Unchanged.

Emergency Department and Hospital Discharge – Procedures & Processes





275. *Are there procedures for collecting, editing, error-checking, and submitting emergency department and/or hospital discharge data to the statewide repository?*

Meets Advisory Ideal

There are submission procedures and rules established by the Colorado Hospital Association for the hospital discharge system but not the emergency department system.

Change Notes: Rating Unchanged.

Emergency Department and Hospital Discharge – Quality Control

276. *Are there automated edit checks and validation rules to ensure that entered data falls within a range of acceptable values and is logically consistent among data elements?*

Meets Advisory Ideal

Edit checks and validation rules for the emergency department and hospital discharge data systems have been documented by the CHA.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

277. *Are there processes for returning rejected emergency department and/or hospital discharge records to the collecting entity and tracking resubmission to the statewide emergency department and hospital discharge databases?*

Meets Advisory Ideal

The Colorado Hospital Association (CHA) has developed processes for returning rejected emergency department and hospital discharge records to hospitals and instructions on how these reports may be resubmitted CHA. The CHA's iCHART data submission guide describes these processes.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

278. *Are there timeliness performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?*

Does Not Meet Advisory Ideal

The Colorado Hospital Association did not provide a timeliness performance measure related to the hospital data systems.

Change Notes: Rating Unchanged.

279. *Are there accuracy performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?*

Does Not Meet Advisory Ideal

Quality reports are available, but there is no accuracy performance measure with a baseline,





timeframe, and goal against which the system may be regularly evaluated.

Change Notes: Rating Unchanged.

280. *Are there completeness performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?*

Does Not Meet Advisory Ideal

Quality reports are available, but there is no completeness performance measure with a baseline, timeframe, and goal against which the system may be regularly evaluated.

Change Notes: Rating Unchanged.

281. *Are there uniformity performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?*

Does Not Meet Advisory Ideal

The Colorado Hospital Association did not provide a metric to track uniformity in the State's hospital data systems.

Change Notes: Rating Unchanged.

282. *Are there integration performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?*

Does Not Meet Advisory Ideal

The Colorado Hospital Association did not provide information related to integration performance measures used for the State's hospital data systems.

Change Notes: Rating Unchanged.

283. *Are there accessibility performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?*

Does Not Meet Advisory Ideal

The Colorado Hospital Association did not provide information on a performance measure to track the State's accessibility of the hospital data systems.

Change Notes: Rating Unchanged.

284. *Has the State established numeric goals-performance metrics-for each emergency department and/or hospital discharge database performance measure?*

Does Not Meet Advisory Ideal

Due to the data being managed by a private entity, there are no known data quality performance measures or associated metrics.

Change Notes: Rating Unchanged.





285. *Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the emergency department and/or hospital discharge databases?*

Meets Advisory Ideal

Quality control reviews are conducted through system management by the CHA and also by the CDPHE as part of special studies. The CHA, CDPHE, and the Colorado Health Information Management Association have combined meetings where data quality issues are discussed.

Change Notes: Rating Improved.

From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

286. *Is data quality feedback from key users regularly communicated to emergency department and/or hospital discharge data collectors and data managers?*

Meets Advisory Ideal

The CDPHE is a key user of the emergency department and hospital discharge data systems and regularly shares data quality feedback with the Colorado Hospital Association. An annual meeting is held to share information, address issues, and conduct analyses using hospital discharge and emergency department data.

Change Notes: Rating Unchanged.

287. *Are emergency department and/or hospital discharge data quality management reports produced regularly and made available to the State TRCC?*

Does Not Meet Advisory Ideal

Quality reports are regularly created and sent to data submitters and editors, but the information is not shared with the TRCC.

Change Notes: Rating Unchanged.

Trauma Registry – System Description

288. *Is there a statewide trauma registry database?*

Meets Advisory Ideal

All designated trauma centers are required to submit to the statewide trauma registry housed at the EMTS branch of the CDPHE.

Change Notes: Rating Unchanged.

289. *Does the trauma registry data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?*

Meets Advisory Ideal

It is possible to track the frequency, nature, and severity of crash-related injuries in the trauma registry.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.





290. *Is the trauma registry data available for analysis and used to identify problems, evaluate programs, and allocate resources?*

Meets Advisory Ideal

Trauma registry data are regularly used to identify problems and allocate resources; Level I and II trauma centers are required to support injury prevention activities. Most notably, the registry is used during trauma designation site reviews.

Change Notes: Rating Unchanged.

Trauma Registry – Guidelines

291. *Does the State's trauma registry database adhere to the National Trauma Data Standards?*

Meets Advisory Ideal

Colorado's trauma registry database includes NTDS data elements as well as some additional data elements specifically included for the State.

Change Notes: Rating Unchanged.

292. *Are AIS and ISS derived from the State trauma registry for motor vehicle crash patients?*

Meets Advisory Ideal

All patient records in the trauma registry contain AIS codes and calculated ISS values, which have been used to evaluate traffic crash-related injuries.

Change Notes: Rating Improved.

From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

Trauma Registry – Data Dictionary

293. *Does the trauma registry have a formal data dictionary?*

Meets Advisory Ideal

A comprehensive data dictionary has been developed for the trauma registry in Colorado.

Change Notes: Rating Unchanged.

Trauma Registry – Procedures & Processes

294. *Is aggregate trauma registry data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?*

Meets Advisory Ideal

Aggregate trauma registry data is available upon request and approval by the CDPHE.





Change Notes: Rating Unchanged.

295. *Are there procedures for returning trauma data to the reporting trauma center for quality assurance and improvement (e.g., correction and resubmission)?*

Meets Advisory Ideal

Validation reports are shared with submitting facilities weekly and compliance reports provide a monthly summary of any database issues.

Change Notes: Rating Improved.

From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

Trauma Registry – Quality Control

296. *Are there automated edit checks and validation rules to ensure that entered trauma registry data falls within a range of acceptable values and is logically consistent among data elements?*

Meets Advisory Ideal

Validation rules for the trauma registry data have been developed and documented for all users.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

297. *Are there timeliness performance measures tailored to the needs of trauma registry managers and data users?*

Does Not Meet Advisory Ideal

Quality reports are available, but no performance measures with a baseline, timeframe, and goal have been developed.

Change Notes: Rating Unchanged.

298. *Are there accuracy performance measures tailored to the needs of trauma registry managers and data users?*

Does Not Meet Advisory Ideal

Quality reports are available, but no performance measures with a baseline, timeframe, and goal have been developed.

Change Notes: Rating Unchanged.

299. *Are there completeness performance measures tailored to the needs of trauma registry managers and data users?*

Does Not Meet Advisory Ideal

Quality reports are available, but no performance measures with a baseline, timeframe, and goal have been developed.

Change Notes: Rating Unchanged.





300. *Are there uniformity performance measures tailored to the needs of trauma registry managers and data users?*

Does Not Meet Advisory Ideal

Quality reports are available, but no performance measures with a baseline, timeframe, and goal have been developed.

Change Notes: Rating Unchanged.

301. *Are there integration performance measures tailored to the needs of trauma registry managers and data users?*

Does Not Meet Advisory Ideal

Quality reports are available, but no performance measures with a baseline, timeframe, and goal have been developed.

Change Notes: Rating Unchanged.

302. *Are there accessibility performance measures tailored to the needs of trauma registry managers and data users?*

Does Not Meet Advisory Ideal

Quality reports are available, but no performance measures with a baseline, timeframe, and goal have been developed.

Change Notes: Rating Unchanged.

303. *Has the State established numeric goals-performance metrics-for each trauma registry performance measure?*

Does Not Meet Advisory Ideal

There are several reporting requirements, but no performance measures with a baseline, timeframe, and goal metrics.

Change Notes: Rating Unchanged.

304. *Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the trauma registry?*

Meets Advisory Ideal

Facility-specific reports including completeness and accuracy feedback are provided weekly.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

305. *Is data quality feedback from key users regularly communicated to trauma registry data collectors and data managers?*

Meets Advisory Ideal

Quarterly meetings are held with CDPHE and trauma registry personnel to discuss any changes in





the system and data quality issues.

Change Notes: Rating Unchanged.

306. *Are trauma registry data quality management reports produced regularly and made available to the State TRCC?*

Does Not Meet Advisory Ideal

Data quality management reports are not regularly provided to the TRCC.

Change Notes: Rating Unchanged.

Vital Records – System Description

307. *Is there a statewide vital records database?*

Meets Advisory Ideal

The Office of the State Registrar of Vital Statistics in the CDPHE maintains the statewide vital records data system.

Change Notes: Rating Unchanged.

308. *Does the vital records data track the occurrence of motor vehicle fatalities in the State?*

Meets Advisory Ideal

Traffic crash fatalities are tracked in the vital records data system and that information is regularly shared with the Colorado FARS team to improve system accuracy.

Change Notes: Rating Unchanged.

309. *Is the vital records data available for analysis and used to identify problems, evaluate programs, and allocate resources?*

Meets Advisory Ideal

Aggregate and individual-level, de-identified vital records data are available for analysis. It is also shared with partners for use in the study of motor vehicle fatalities, to develop prevention programs, and identify needed resources. Vital records data were used to support tightening of the State's GDL law in 2004.

Change Notes: Rating Unchanged.

Vital Records – Data Dictionary

310. *Does the vital records system have a formal data dictionary?*

Meets Advisory Ideal

Although considered proprietary, there is a data dictionary for the Colorado Electronic Death Registration System that is based on the 2003 Revision of the US Standard Certificate of Death.





Change Notes: Rating Unchanged.

Vital Records – Procedures & Processes

311. *Is aggregate vital records data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?*

Meets Advisory Ideal

Summary aggregate data are available through the Colorado Health Information Dataset and record-level datasets are available upon request and CDPHE approval.

Change Notes: Rating Unchanged.

Vital Records – Quality Control

312. *Are there automated edit checks and validation rules to ensure that entered vital records data falls within a range of acceptable values and is logically consistent among data elements?*

Meets Advisory Ideal

Edit checks and validation rules are run against data at the point of submission, including the import process for death data received from other States, and also after the records have been processed by the National Center for Health Statistics.

Change Notes: Rating Unchanged.

313. *Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the vital records?*

Meets Advisory Ideal

As with all States' electronic death reporting systems, Colorado's vital records works closely with the Centers for Disease Control and Prevention to conduct quality reviews of fatality data and to calculate error rates for the State which are compared to national standards.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

314. *Are vital records data quality management reports produced regularly and made available to the State TRCC?*

Does Not Meet Advisory Ideal

Data quality reports are not regularly provided to the TRCC, but may be upon request.

Change Notes: Rating Unchanged.

Injury Surveillance Data Interfaces





315. *Is there an interface among the EMS data and emergency department and hospital discharge data?*

Does Not Meet Advisory Ideal

No interface has been established between the State's EMS and hospital data systems.

Change Notes: Rating Unchanged.

316. *Is there an interface between the EMS data and the trauma registry data?*

Does Not Meet Advisory Ideal

No interface has been established between the State's EMS and trauma registry data systems.

Change Notes: Rating Unchanged.

Data Use and Integration

317. *Do behavioral program managers have access to traffic records data and analytic resources for problem identification, priority setting, and program evaluation?*

Meets Advisory Ideal

The Office of Transportation Safety has a statistician in-house to process data for problem identification and other analyses. The Problem ID Report includes data from crash, injury, and roadway files. Limited data from citation, driver, and vehicle files are also available. The crash data are approximately one year old when the reports are available.

Change Notes: Rating Unchanged.

318. *Does the State have a data governance process?*

Meets Advisory Ideal

The State has developed a data governance framework through its Government Data Advisory Board, which includes representation from several agencies which participate in the TRCC, including CDOT and CDPHE.

Change Notes: Rating Improved.

From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

319. *Does the TRCC promote data integration by aiding in the development of data governance, access, and security policies for integrated data?*

Meets Advisory Ideal

The State provided its State Traffic Records Advisory Committee (STRAC) Strategic Plan 2016-2019. Strategy 4 of the strategic plan demonstrates its commitment to developing the functional and technical data models to integrate crash, injury surveillance, citation and roadway databases.

Change Notes: Rating Improved.





From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

320. *Is driver data integrated with crash data for specific analytical purposes?*

Does Not Meet Advisory Ideal

Driver and vehicle data from the Department of Revenue are often used individually in analysis efforts but no direct linkage between the driver and crash data was provided.

Change Notes: Rating Unchanged.

321. *Is vehicle data integrated with crash data for specific analytical purposes?*

Does Not Meet Advisory Ideal

Reports are routinely generated that relate to commercial motor vehicle crashes in the State. However, it appears that these reports are generated primarily from data collected through the crash report and not the result of a linkage with any additional databases that would add vehicle characteristics not normally included on the crash form.

Change Notes: Rating Unchanged.

322. *Is roadway data integrated with crash data for specific analytical purposes?*

Meets Advisory Ideal

Roadway data are used to map all highway crashes in the Colorado Department of Transportation database. Two specific data elements, highway RouteID and mile point, are used to link the two files. Once linked, data from both files can be extracted and used for further queries and analysis. Two example analysis using this linkage were provided.

Change Notes: Rating Unchanged.

323. *Is citation and adjudication data integrated with crash data for specific analytical purposes?*

Does Not Meet Advisory Ideal

The crash and citation/adjudication data are used individually for reporting purposes. However, no linkage between the two systems has been undertaken at this time.

Change Notes: Rating Unchanged.

324. *Is injury surveillance data integrated with crash data for specific analytical purposes?*

Partially Meets Advisory Ideal

The Colorado Department of Public Health and Environment (CDPHE) completed a pilot project that successfully linked one year of crash and hospital data, the description of the project and a summary of the results was provided. The linkage used several data elements available on both data sets and included name, date of birth, age, gender, crash date, hospital admission date, ICD-10-CM external cause code, and vehicle type. CDPHE received a grant from the CDC in 2019 to link crash data to death certificate records, trauma registry, emergency department data, hospital discharge data, and the State's all payers claims database. Results will be available in 2020.

Change Notes: Rating Unchanged.





325. *Are there examples of data integration among crash and two or more of the other component systems?*

Does Not Meet Advisory Ideal

While efforts are underway to bring crash, driver, and vehicle data into one database using DRIVES, linkages between multiple traffic records data systems are not currently being conducted. As DRIVES and the CDC linkage effort are completed, there will be several opportunities to provide more in-depth analysis of motor vehicle crashes through integration of most of the State's traffic records component systems.

Change Notes: Rating Unchanged.

326. *Is data from traffic records component systems-other than crash-integrated for specific analytical purposes?*

Does Not Meet Advisory Ideal

Currently, the State does not integrate any traffic records component systems that do not include crash data.

Change Notes: Rating Unchanged.

327. *For integrated datasets, do decision-makers have access to resources-skilled personnel and user-friendly access tools-for use and analysis?*

Does Not Meet Advisory Ideal

Through the Colorado Open Records Act, CDOT makes summary crash data available and levels of filters can be applied. However, integrated datasets are not available for separate analyses.

Change Notes: Rating Unchanged.

328. *For integrated datasets, does the public have access to resources-skilled personnel and user-friendly access tools-for use and analysis?*

Does Not Meet Advisory Ideal

While data from individual data sets (i.e. crash) are available through the Open Records Act, the public does not have access to skilled personnel and user-friendly access tools specifically designed for integrated data sets.

Change Notes: Rating Unchanged.





Appendix B – Assessment Participants

State Highway Safety Office Representative(s)

Shoshana Lew
CDOT
Executive Director

Darrell S Lingk
Colorado Department of Transportation
Director of Office of Transportation Safety - CDOT

State Assessment Coordinator(s)

Alisa Babler
Colorado Department of Transportation
State Traffic Engineer-CDOT

David Bourget
Colorado Department of Transportation
Traffic and Safety Engineering Branch

Mr. Paul Clayton
Colorado Department of Transportation
State Crash Data Specialist

BoYan Quinn
CDOT
Traffic Safety Engineer

Assessment Facilitator

Ms. Maureen Johnson
Division of Motorist Services
Government Operations Consultant II

NHTSA Headquarters Coordinator

Mr. John N Siegler Ph.D.
National Highway Traffic Safety Administration
Team Lead, Traffic Records Team

NHTSA Regional Office Coordinator(s)

Mr. Michael Close
NHTSA
Regional Program Manager

Assessment Team Members

Mr. Thomas Austin
Florida Department of Highway Safety and Motor Vehicle
Operations Management Analyst

Mr. Jack Benac
Jack D. Benac LLC.
Traffic Safety Specialist

Ms. Cindy Burch
Baltimore Metropolitan Council
Transportation Planner - Safety

Ms. Kathleen Haney
Assessor
Traffic Records Coordinator

Dr. Tim Kerns
MDOT/Maryland Highway Safety Office
Director





Ms. Roxanne Langford
Maryland Motor Vehicle Administration
Program Manager

Ms. Stacey B Manware
State of Connecticut Judicial Branch
Deputy Director, Superior Court Operations

Ms. Patricia Ott P.E.
MBO Engineering
Chair, NJ STRCC

Ms. Sladjana Oulad Daoud
Department of Motor Vehicles
Research Program Specialist

Ms. Dana Reiding
Department of Transportation
Statewide Transportation Planning Administrator

Mr. Fred E Zwonechek
Department of Transportation Highway Safety Office
Administrator

State and Local Respondents

The following State and Local staff assisted in the Assessment by providing responses to the Advisory criteria and questions.

Alisa Babler
Colorado Department of Transportation
State Traffic Engineer-CDOT

Kirk Bol
CDPHE
Vital Statistics Program Manager

Mr. Paul Clayton
Colorado Department of Transportation
State Crash Data Specialist

Christine Demont
CDPHE
Injury Epidemiologist

Ted Derosa
UNK
UNK

Jonathan Gottsegen





OIT
Chief Data Officer

Ryan Klitzsch
Cambridge Systematics, Inc.
TRC

John Lynkiewicz
Colorado State Patrol
Central Records Unit Manager

Wendy Meredith
CDPS
GP 2

BoYan Quinn
CDOT
Traffic Safety Engineer

Molly Saxton
Judicial
IIS Coordinator

Doug Simington
CDOR
Data Services Manager

Phyllis B Snider
Colorado Department of Transportation
GIS -Program Manager- DTD / CDOT

Amber Viitanen
CDPHE
Administrator V

Nyssa Vine
Colorado State Patrol
Crime Analyst

Deidra Walker
OIT
Senior Manager





Appendix C

National Acronyms and Abbreviations

AADT	Average Annual Daily Traffic
AAMVA	American Association of Motor Vehicle Administrators
AASHTO	American Association of State Highway and Transportation Officials
ACS	American College of Surgeons
AIS	Abbreviated Injury Score
ANSI	American National Standards Institute
ATSIP	Association of Transportation Safety Information Professionals
BAC	Blood Alcohol Concentration
CDC	Center for Disease Control
CDIP	NHTSA's Crash Data Improvement Program
CDLIS	Commercial Driver License Information System
CODES	Crash Outcome Data Evaluation System
DDACTS	Data Driven Approaches to Crime and Traffic Safety
DHS	Department of Homeland Security
DMV	Department of Motor Vehicles
DPPA	Drivers Privacy Protection Act
DOH	Department of Health
DOJ	Department of Justice
DOT	Department of Transportation
DOT-TRCC	The US DOT Traffic Records Coordinating Committee
DRA	Deputy Regional Administrator (NHTSA)
DUI	Driving Under the Influence
DUID	Driving Under the Influence of Drugs
DWI	Driving While Intoxicated
ED	Emergency Department
EMS	Emergency Medical Service
FARS	Fatality Analysis Reporting System
FDEs	Fundamental Data Elements
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
GCS	Glasgow Coma Scale
GDL	Graduated Driver Licensing
GES	General Estimates System
GHSA	Governors Highway Safety Association
GIS	Geographic Information System
GJXDM	Global Justice XML Data Model
GPS	Global Positioning System
GRA	Government Reference Architecture
HIPAA	Health Information Privacy and Accountability Act
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Plan
HSP	Highway Safety Plan





ICD-10	International Classification of Diseases and Related Health Problems
IRB	Institutional Review Board
ISS	Injury Severity Score
IT	Information Technology
JIEM	Justice Information Exchange Model
LEIN	Law Enforcement Information Network
MADD	Mothers Against Drunk Driving
MCMIS	Motor Carrier Management Information System
MIDRIS	Model Impaired Driving Records Information System
MIRE	Model Inventory of Roadway Elements
MMUCC	Model Minimum Uniform Crash Criteria
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
NAPHSIS	National Association for Public Health Statistics and Information Systems
NCHIP	National Criminal History Improvement Program
NCHS	National Center for Health Statistics
NCIC	National Crime Information Center
NCSC	National Center for State Courts
NDR	National Driver Register
NEMSIS	National Emergency Medical Service Information System
NGA	National Governor's Association
NHTSA	National Highway Traffic Safety Administration
NIBRS	National Incident-Based Reporting System
NIEM	National Information Exchange Model
NLETS	National Law Enforcement Telecommunication System
NMVTIS	National Motor Vehicle Title Information System
NTDS	National Trauma Data Standard
PAR	Police Accident Report
PDPS	Problem Driver Pointer System
PDO	Property Damage Only
PII	Personally Identifiable Information
RA	Regional Administrator (NHTSA)
RDIP	FHWA's Roadway Data Improvement Program
RPM	Regional Program Manager (NHTSA)
RTS	Revised Trauma Score
RMS	Records Management System
RPC	Regional Planning Commission
SaDIP	FMCSA's Safety Data Improvement Program
SAVE	Systematic Alien Verification for Entitlements
SHSP	Strategic Highway Safety Plan
SME	Subject Matter Expert
SSOLV	Social Security Online Verification
STRAP	State Traffic Records Assessment Program
SWISS	Statewide Injury Surveillance System
TCD	Traffic Control Devices
TRA	Traffic Records Assessment
TRIPRS	Traffic Records Improvement Program Reporting System
TRCC	Traffic Records Coordinating Committee





TRS	Traffic Records System
UCR	Uniform Crime Reports
VIN	Vehicle Identification Number
VMT	Vehicle Miles Traveled
XML	Extensible Markup Language

State-Specific Acronyms and Abbreviations

ARNOLD	All Road Network of Linear Referenced Data
BESDT	Behavioral and Engineering Safety Data for Transportation
CDOR	Colorado Department of Revenue
CDOT	Colorado Department of Transportation
CDPHE	Colorado Department of Public Health and Environment
CHA	Colorado Hospital Association
DOH IRB	Department of Health Institutional Review Board
DRIVES	Driver License, Record, Identification and Vehicle Enterprise Solution
EMTS	Emergency Medical and Trauma Services
OIT	Office of Information Technology
STRAC	State Traffic Records Advisory Committee



APPENDIX B. STRAC MOU



MEMORANDUM OF UNDERSTANDING

This Memorandum of Understanding (MOU, by and among THE COLORADO DEPARTMENT OF TRANSPORTATION CDOT), the DEPARTMENT OF HUMAN SERVICES DHS), the COLORADO DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT (CDPHE), the DEPARTMENT OF PUBLIC SAFETY DPS), THE GOVERNOR'S OFFICE OF INFORMATION TECHNOLOGY (OIT), THE JUDICIAL BRANCH and the DEPARTMENT OF REVENUE DOR), (collectively referred to as the "Agencies") memorializes the agreement of the Agencies to implement and maintain the Strategic Plan Executive Summary attached as Exhibit 1 and incorporated herein) as resources are made available.

Recitals:

- A. The State Traffic Record Advisory Committee (STRAC) is a comprehensive committee formed as part of a federally sponsored effort to collect, organize, analyze, and utilize all types of information relating to accidents that occur on the roadways.
- B. STRAC members have authored the Strategic Plan, which sets forth the objectives, goals, methods, and responsibilities of the various Agencies in gathering and maintaining traffic safety data. STRAC has the responsibility for overseeing the development, implementation, and management of the Strategic Plan (Attachment A).
- C. STRAC has identified that each of the Agencies listed above has an integral role in executing the Strategic Plan.

Now therefore, CDOT, DHS, CDPHE, DPS, OIT, the JUDICIAL BRANCH, and DOR hereby agree as follows:

- 1. Each of the Agencies will implement the attached Strategic Plan in order to develop a comprehensive integrated traffic records system which is accurate, complete, timely and accessible. STRAC intends to make the Agencies more efficient by reducing the instances of redundant and inaccurate information through the sharing of information as described in the Strategic Plan.
- 2. Implementation of the Strategic Plan will provide the Agencies easy access to information while providing the security and confidentiality needed by each of the Agencies. None of the Agencies will be asked to provide information that they cannot legally divulge. Participation in implementing the Strategic Plan will be tailored to meet the specific confidentiality requirements of each agency.
- 3. Nothing in this MOU shall be construed to place the employees, officers, agents, designees, or personnel of any party under the control or employment of another party. Nothing in this MOU is intended to create or grant to any third party or person any right or claim for damages, or the right to bring or maintain any action at law.
- 4. The term of this MOU shall be from the date of full execution by the Agencies, for a period of five years, however, if the parties so desire, the term may be extended for a subsequent time period on then mutually acceptable terms. The parties, or their designees, agree to review the MOU on an annual basis.
- 5. All participating Agencies will maintain ownership, control, and will continue to serve as custodian of its own data, documents, and/or information

(collectively “data”), even if this data is shared as part of the Strategic Plan.

6. Contacts:

For CDOT:

Executive Director
2829 W. Howard Place
Denver, CO 80204
303) 757-9201

For CDHS:

Executive Director
1575 Sherman Street, 8th Floor
Denver, CO 80203
303) 866-3475

For JUDICIAL BRANCH:

State Court Administrator
1300 Broadway, Ste. 1200
Denver, CO 80203
720) 625-5000

For CDPHE:

Executive Director
4300 Cherry Creek Dr. South
Glendale, CO 80246-1530
303) 692-2000

For DPS:

Executive Director
700 Kipling
Denver, CO 80215
303) 239-4398

For DOR:

Executive Director
P.O. Box 17087
Denver, CO 80217-0087
303) 866-4994

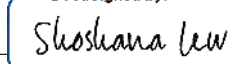
For OIT:

State Chief Information Officer
601 E. 18th Avenue, Suite 250
Denver, Colorado 80203
303) 764-7700

7. Annual action steps and projects will be identified for inclusion in the Highway Safety Plan and, if appropriate, in the Strategic Plan for Highway Safety. This annual action plan will include specific tasks, funding, deliverables, schedule, and responsible agency. If any of the Agencies shall fail to fulfill, in a timely and proper manner, its obligations under the Strategic Plan, or if any of the Agencies determines that the purposes of the MOU would no longer be served by completion of the work as identified in the Strategic Plan, any of the Agencies shall have the right to terminate this MOU by giving written notice of such termination, at least thirty (30) days before the effective date of such termination.

8. It is expressly understood and agreed that the enforcement of the terms and conditions of this MOU and Strategic Plan shall be strictly reserved to the parties hereto. It is the express intent of the parties hereto that any person or entity, other than the parties to this MOU, receiving services or benefits under this MOU shall be deemed incidental beneficiaries only.

IN WITNESS WHEREOF, the parties hereto have executed this MOU the day and year Indicated:

By:  DocuSigned by:
E4F8A52D04D9411... _____ Date: 09/26/2021 | 10:42:47 AM MDT
Shoshana M. Lew, Executive Director
Colorado Department of Transportation

By:  Digitally signed by Mark
Ferrandino
Date: 2021.09.28 09:53:03
-06'00' _____ Date: _____
Mark Farrandino, Executive Director
Colorado Department of Revenue

By:  DocuSigned by:
44E9E443886A493... _____ Date: 10/05/2021 | 10:31:04 AM MDT
Michelle Barnes, Executive Director
Colorado Department of Human Services

By:  DocuSigned by:
DB56144B2375494... _____ Date: 10/06/2021 | 1:59:21 PM MDT
Jill Hunsaker Ryan, MPH, Executive Director Colorado
Department of Public Health and Environment

By:  DocuSigned by:
5D76EDD233CC4A8... _____ Date: 10/07/2021 | 2:21:16 PM MDT
Stan Hilkey, Executive Director
Colorado Department of Public Safety

By:  DocuSigned by:
69D5EC8549074E3... _____ Date: 10/07/2021 | 3:29:52 PM MDT
Anthony Neal-Graves, Executive Director,
Governor's Office of Information Technology

By:  DocuSigned by:
7A259988F512420... _____ Date: 10/12/2021 | 10:40:56 AM MDT
Steven Vasconcellos, State Court Administrator
Colorado State Judicial Branch

Attachment B: CO FY26 Quantitative Improvement



June 6, 2025

Kara Mueller

Department of Transportation

National Highway Safety Administration

12300 West Dakota Avenue, Lakewood, CO 80228

Dear Kara,

We are writing to report on the progress that the members of the Colorado Statewide Traffic Records Advisory Committee (STRAC) have made over the last calendar year in the three performance measures: E-citations, E-Crash/E-Citation Agency Participation, and Crash Location.

E-Citation (PM C-15)

The E-Citation project is a collaboration between the Colorado Department of Revenue (DOR) and Colorado Department of Transportation (CDOT), Colorado Judicial, and Office of Information and Technology (OIT) working with Colorado State Patrol (CSP) to submit citations electronically. The goal of the project is to improve the accuracy and timeliness of transferring citation data. As of this report, CSP continues to submit citations manually. The progress that has been made on this project is described below in this section.

This project's performance is measured based on the percentage of citations submitted to the DMV without errors in the critical data elements. The critical data elements tracked for the project include: Address/location Not Updated/Entered Incorrectly, Court Information Incorrect, Driver License Number Incorrect/Document Entered on Incorrect Record, Citation Number Incorrect, Law Enforcement Agency Incorrect, Offense Date or Serve Date Incorrect, Common Code Incorrect/Not Entered, CMV Marked/Not Marked, School Zone Marked/Not Marked, and CDL Marked/Not Marked.

In the baseline performance year, CY23 citations were submitted manually by CSP, not electronically. During the baseline year, 149,790 total citations were submitted to the DMV. Of the citations submitted, there were 2,583 submittals with errors found in the critical data elements, meaning 98.37% of citations were submitted to the DMV without errors in the critical data elements.

In CY24, citations continued to be submitted manually by CSP, not electronically. In CY24, 135,463 citations were submitted to DMV. Of the citations submitted, there were 3,420 submittals with errors found in the critical data elements, meaning 97.48% of citations were submitted to the DMV without errors in the critical data elements

The table and figure below show the percentage of citations without grant specific errors along with the percentage from the baseline year. These presentations demonstrate a

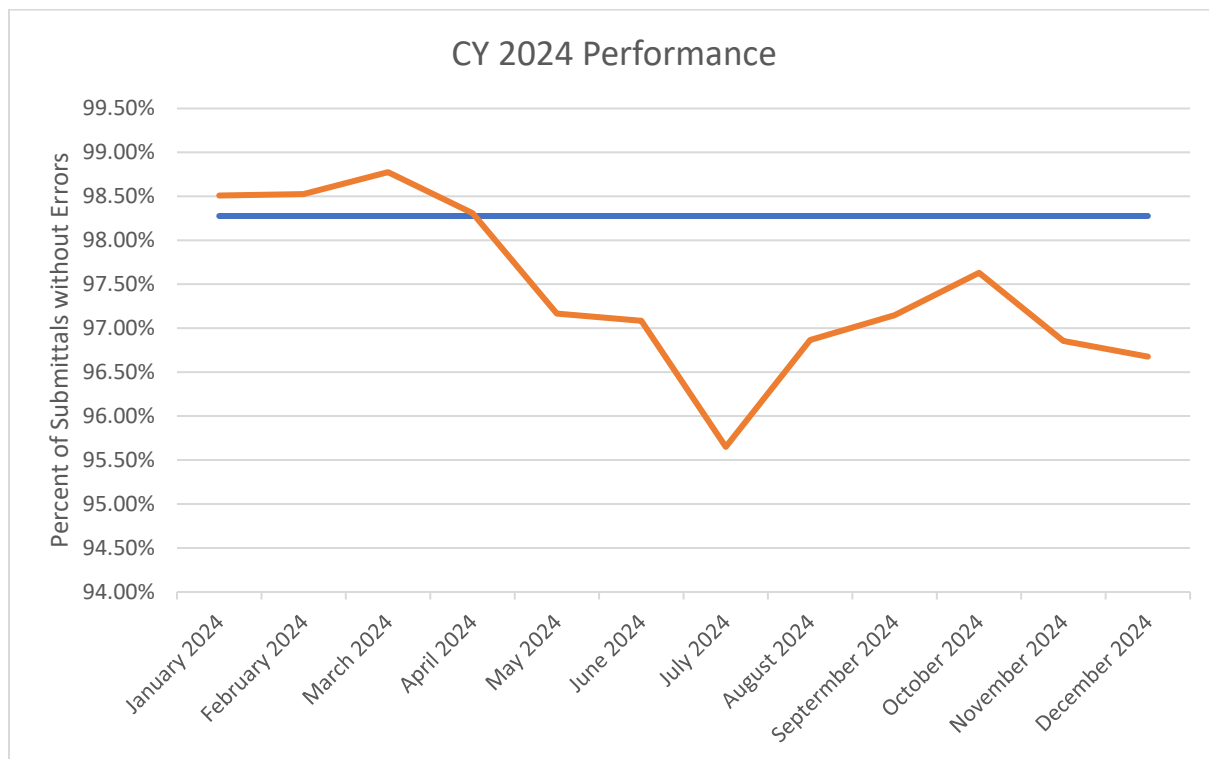


decrease in the number of accurate citations compared to the baseline year, with accuracy of submitted data dropping below 98% from May 2024.

Table 1: Citation Accuracy in Critical Data Elements

FY 2025 Performance	Baseline Year Total (CY23)	% of Accurate Submittals (CY24)
January 2024	98.37%	98.51%
February 2024	98.37%	98.53%
March 2024	98.37%	98.78%
April 2024	98.37%	98.31%
May 2024	98.37%	97.17%
June 2024	98.37%	97.08%
July 2024	98.37%	95.65%
August 2024	98.37%	96.87%
September 2024	98.37%	97.15%
October 2024	98.37%	97.63%
November 2024	98.37%	96.85%
December 2024	98.37%	96.68%

Figure 1: CY 2024 Citation Accuracy by Month





The improvement to Accuracy is reflected in the increase in the percentage of citations records without errors in five critical data elements. By switching the citation submittal process to electronic citation submittals directly to DOR, an improvement in the number of citations without errors is expected. The electronic submittals process will allow for errors to be identified and addressed before the citation is processed by DOR.

Current status + explanation: Not achieved. Colorado has undertaken a major upgrade to the DRIVES system. Colorado's DRIVES system manages driver and vehicle records, including citations. To achieve the major upgrade timely, multiple programming initiatives, including completion of citation record data transfer between CSP and CDOR have been postponed until after the upgrade is complete in August 2026. STRAC expected the work needed for the citation data transfer to be included with the system upgrade. Unfortunately, Colorado's other priorities, including legislative mandates for the system, have deferred completion of the work until a later date.

Request for time extension: While the DRIVES system upgrade has delayed completion of this work, the foundation for success is fully in place today. The partners have established protocols for measuring progress, developed the simplified data process, identified the critical data elements benefitting most from the process simplification, and prepared the programming for both sides of the data sets. We are confident that when the DRIVES upgrade is complete, STRAC's work will be scheduled for implementation. This work continues to be important to improving traffic records in Colorado. Once achieved, STRAC will be positioned to expand this type of data transfer to local law enforcement agencies around Colorado.

Crash Location (PM C-17)

This section reports on the progress the Colorado Department of Revenue (DOR) and Colorado Department of Transportation (CDOT) in the last year on improving the completeness of crash location data. The data elements that correspond to crash location data include location, latitude/longitude, road location, and road description.

The goal is to increase the percentage of crash records submitted to DOR with complete and correct data elements related to location. In CY 23, 66.73% of all crashes reported to DOR had complete Latitude/Longitude location data. In CY24, the percentage of reports with complete Latitude/Longitude location data increased to 78.07%. Latitude/Longitude data and other location data elements such as Road Location and Road Description show promising improvement, however the Location data element related to location declined as can be seen in Table 2 below.

Table 2: Complete & Correct Crash Location Data

Data Element	CY23	CY24	% Change
Location	98.93%	95.53%	-3.40%
Latitude/Longitude	66.73%	78.07%	11.34%
Road Location	87.89%	96.75%	8.85%
Road Description	96.42%	97.10%	8.82%



STRAC has received many requests for improved crash location data from users of crash data in Colorado. To meet this need, Colorado's Traffic Records Strategic Plan includes multiple ongoing and future initiatives aimed at improving crash location data. Please refer to Colorado Traffic Records Strategic Plan p. 12-14 for more information.

Current status + explanation: Partially achieved. Colorado has achieved 85%+ complete and correct location data for 3 of 4 metrics tracked. Latitude/longitude did not achieve 85% complete and correct; however, the metric improved by 11.34% and CDOT increased training resources and outreach activities in CY 2024 and CY 2025 to date. Colorado anticipates achieving the three-year target by December 31, 2026.

E-Crash/E-Citation Agency Participation (PM C-18)

This section reports on the progress the Colorado Department of Revenue (DOR) and Colorado Department of Transportation (CDOT), Colorado Judicial, and Office of Information and Technology (OIT) has made in the last year working with local law enforcement agencies (LEA's) to increase the number of agencies using Colorado's E-Citation/E-crash reporting.

Currently there are approximately 320 separate law enforcement agencies in Colorado.

E-Crash

- In CY23, 89 of the 320 agencies E-crash reported.
- In CY24, 5 additional (94 total) agencies transmitted crash reports electronically.

E-Citation

- In CY23, no agencies E-citation reported.
- In CY24, no agencies E-citation reported.

Current status + explanation: E-crash achieved and on-track to achieve three-year target by December 31, 2026.

E-Citation not achieved. Colorado has undertaken a major upgrade to the DRIVES system. Colorado's DRIVES system manages driver and vehicle records, including citations. To achieve the major upgrade timely, multiple programming initiatives, including completion of citation record data transfer between CSP and CDOR have been postponed until after the upgrade is complete in August 2026. STRAC expected the work needed for the citation data transfer to be included with the system upgrade. Unfortunately, Colorado's other priorities, including legislative mandates for the system, have deferred completion of the work until a later date.

Request for time extension: While the DRIVES system upgrade has delayed completion of this work, the foundation for success is fully in place today. The partners have established protocols for measuring progress, developed the simplified data process, identified the critical data elements benefitting most from the process simplification, and prepared the programming for both sides of the data sets. We are confident that when the DRIVES upgrade is complete, STRAC's work will be scheduled for implementation. This work continues to be important to improving traffic records in Colorado. Once achieved, STRAC will be positioned to expand this type of data transfer to local law enforcement agencies around Colorado.



COLORADO
Department of Transportation

Please feel free to contact me with any questions regarding this report.

Sincerely,

David Swenka, PE, PTOE
CDOT Safety Programs, Data Analysis Traffic Safety and Engineering Services

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	2025	2026	210

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 2024 was 88.1% and in 2024, preliminary data indicates that 169, or 47%, of people who died in an occupant motor vehicle crash were not wearing a seatbelt. In addition, the Statewide seat belt usage rate is below the national average.

Based on the data analysis, problem identification and the 2024 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 Denver, Jefferson, Montezuma, 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 2024 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 47% 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

2026 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:

2025 Click It or Ticket Agencies

Agency Name
Adams County SO
Alamosa PD
Arvada PD
Aspen PD
Ault PD
Blanca PD
Boulder Co SO
Boulder PD
Brighton PD
Castle Rock PD
Cherry Hills PD
Commerce City PD
Cortez PD
Dacono PD
Delta Co SO
Denver PD
Dillon PD
Douglas County SO
Eagle PD
Eaton PD
Edgewater PD
El Paso SO
Elizabeth PD
Englewood PD
Firestone PD
Florence PD
Fort Collins PD
Fort Lupton PD
Fort Morgan PD
Fountain PD
Garden City PD
Golden PD
Grand Co SO
Greeley PD
Jeffco SO
La Plata Co SO
Lafayette PD
Lakewood PD
Larimer Co SO
Littleton PD
Lochbuie PD
Logan Co SO
Lone Tree PD
Longmont PD
Loveland PD
Manitou Springs PD

Mesa Co SO
Milliken PD
Monte Vista PD
Montrose PD
New Castle PD
Ouray Co SO
Pagosa Springs PD
Platteville PD
Pueblo SO
Silverthorne PD
Sterling PD
Thornton PD
Timnath PD
Trinidad PD
Washington Co SO
Weld Co SO
Westminster PD
Wheat Ridge PD
Windsor PD

66 Local Law Enforcement Agencies Total
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 2025 the HSO will have supported three Statewide high visibility Click It or Ticket seat belt enforcement campaign with participation from 66 local law enforcement agencies and the Colorado State Patrol.

In 2025, the HSO supported a Click It or Ticket event April 7-April 13 and the 2025 May Mobilization. An additional Click It or Ticket event campaign will be held July 21-August 1, 2025. It is anticipated that the agencies participating in the 2024 campaigns, see above, will also participate in the 2026 campaigns.

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

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

For 2026, the plan includes soliciting and recruiting law enforcement agencies that participated in the 2025 campaigns to participate in the 2026 Click It or Ticket May Mobilization and additional Click It or Ticket campaigns. The HSO will also utilize the HSO funded, four Law Enforcement Liaisons to solicit and recruit additional agencies to participate in the 2026 CIOT 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 2025, the OC supported the Click It or Ticket campaigns through:

Paid advertising: Launched the third year of the Shift into Safe ad campaign, which highlights the dangers of not buckling up from a science-based perspective. People saved by seat belts were also featured in the campaign. The combination of an enforcement message paired with a safety message was used in the campaign. The campaign helped keep seat belt use rates high in the state. Radio, pre-roll video, billboards and social media were used in the paid media buy to bring the campaign to life. The campaign garnered over 21 million paid media impressions.

Rural focus: The July CIOT enforcement campaign targeted rural areas of Colorado as part of 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 79%. Therefore, the campaign was hyper-focused on this area for a third year in a row. Other counties in the state with low seat belt use rates were also targeted. Both enforcement and safety messages were used. Social media channels, VMS, messages and earned media were used to communicate the information. Over eight million paid media impressions were garnered in the campaign.

Earned media: The OC provided the news media with opportunities to cover seat belt enforcement. Press releases were issued on all three CIOT campaigns. This resulted in extensive media coverage with over 18.8 million earned impressions. It also provided an opportunity to raise awareness of updates to the seat belt law in Colorado for children, which

began this year. Data on counties where unbuckled crashes are most likely to happen helped the news media localize the story.

These news stories also allowed the OC to talk about other risks, such as not buckling up in the rear seat and the dangers associated with rollover crashes. The OC also provided testimony from victims and law enforcement to help elevate the impact of news stories. It also continued its efforts in low seat belt use counties, such as Jefferson County, to create news hooks for reporters.

Partnerships: The OC leveraged our seat belt safety message by partnering with law enforcement agencies, safety advocates and victims. A toolkit was updated to include new material, including provided them with facts and data, sample social media posts, news articles and graphics. Significant outcomes included a toolkit for stakeholders, a media buy specifically targeting low seat belt use areas, and significant outreach to the news media to generate local stories. The campaign also heightened awareness of the campaign slogan Click It Or Ticket and Shift into Safe.

In 2026, similar support for the three Click It or Ticket enforcement campaigns will be conducted through the OC. This will include a paid media campaign using the Shift into Safe creative assets. It will also include tactics to engage the news media to cover the issue of seat belt safety. Finally, the OC will leverage its awareness efforts by including more partners, such as military bases and hospitals. The CIOT campaign will complement the Occupant Protection (OP) campaign, which focuses more on education and less on enforcement. The OC will continue to focus on the dangers of not wearing a seat belt in low-speed crashes and in the event of a rollover. The media buys for both the CIOT and OP campaigns will run concurrently. This will help get the seat belt message out to a larger audience over a longer period. A robust public relations campaign will be planned, including press releases announcing the three enforcement periods and a press conference. Community stakeholders will also help spread the message. Victims and survivors of crashes will help elevate the campaign by telling their stories to the news media.

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
FY26 CPS	CPS Inspection Stations

- **Total number of planned inspection stations and/or events in the State.**
- Planned inspection stations and/or events: **98**
- **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: **50**
- Populations served - rural: **48**
- Populations served – underserved: **54**

Child Restraint Inspection Stations

- In 2024, Colorado had 98 registered inspection stations throughout the state. The inspection stations are available for caregivers to schedule car seat inspections either by appointment or on a walk-in basis. Many inspection stations also offer virtual appointments. Hours of operation are listed by inspection station and can be found online at www.carseatscolorado.com or <https://www.nhtsa.gov/equipment/car-seats-and-booster-seats#installation-help-inspection>.
- Inspection stations/events are staffed with at least one certified Child Passenger Safety Technician.

- Red – Rural
- Blue – Lacking resources
- Green – Both rural and lacking resources

- **Washington County Connections**

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

- **Arvada Fire Protection District Station 1**
- 7900 W 57th Ave
Arvada, CO 80002
Phone: 303-424-3012**Contact:** Jillian Moore
By appointment and Drop in.
Spanish-speaking Technicians

- **Arvada Fire Protection District Station 2**
- 12195 W 52nd Avenue
Arvada, CO 80033
Phone: 303-424-3012**Contact:** Jillian Moore
By appointment only.
Spanish-speaking Technicians

- **Arvada Fire Protection District Station 3**
- 7300 Kipling St
Arvada, CO 80005
Phone: 303-424-3012**Contact:** Jillian Moore
Appointment and Drop in
Spanish-speaking Technicians

- **Arvada Fire Protection District Station 4**
- 6845 W 68th Ave
Arvada, CO 80003
Phone: 303-424-3012**Contact:** Jillian Moore
By appointment and Drop in.
Spanish-speaking Technicians

- **Arvada Fire Protection District Station 5**

- 8100 Vance Dr
Arvada, CO 80003
Phone: 303-424-3012**Contact:** Jillian Moore
By appointment and Drop in.
Spanish-speaking Technicians

-
- **Arvada Fire Protection District Station 6**
 - 6503 Simms St
Arvada, CO 80004
Phone: 303-424-3012**Contact:** Jillian Moore
Appointment and Drop in
Spanish-speaking Technicians

-
- **Arvada Fire Protection District Station 8**
 - 6385 Quaker St
Arvada, CO 80403
Phone: 303-424-3012**Contact:** Jillian Moore
Appointment and Drop-in.
Spanish-speaking Technicians

-
- **Red, White and Blue Fire Department**
 - 316 N Main St
Breckenridge, CO 80424
Phone: 970-453-2474**Contact:** Jackie Pike
By Appointment Only.

-
- **SPIN/Fremont County Family Center**
 - 1339 Elm Ave
Canon City, CO 81212
Phone: 719-275-0550**Contact:** Sadie Swisher
By appointment
Spanish-speaking Technicians

-
- **Carbondale Police Department**
 - 511 Colorado Ave
Carbondale, CO 81623
Phone: 970-963-2662**Contact:** Anna Ramirez
By Appointment Only.
Spanish-speaking Technicians

-
- **Castle Rock Fire and Rescue Department**

- 300 Perry St
Castle Rock, CO 80104
Phone: 303-660-1066**Contact:** Jamie Duncan
Please call for more information.
- ---
- **American Medical Response**
- 2370 N Powers Blvd
Colorado Springs, CO 80915
Phone: 719-597-1277**Contact:** Laura McGuire-Kent
By appointment only. Special Needs Certified.
- ---
- **Evans Fire District**
- 2100 37th St
Evans, CO 80620
Phone: 970-339-3920**Contact:** Brian Lee
By appointment only
- ---
- **Poudre Fire Authority**
- 102 Remington St
Fort Collins, CO 80524
Phone: 970-416-2891**Contact:** Kaitlyn Truelove
By Appointment Only.
Online form on Website www.poudre-fire.org
- ---
- **Fort Lupton Fire Department**
- 1121 Denver Avenue
Fort Lupton, CO 80621
Phone: 303-857-4603**Contact:** Chris Cross
By appointment only
Spanish-speaking Technicians
- ---
- **Colorado State Patrol**
- 13360 I 76 Frontage Rd
Fort Morgan, CO 80701
Phone: 970-867-6557**Contact:** Burl Giffin
By appointment only.
- ---
- **Colorado State Patrol**
- 617 Raton Avenue
La Junta, CO 81050
Phone: 719-384-8981**Contact:** Douglas Bremer

By appointment only

Spanish-speaking Technicians

-
- **Colorado State Patrol**
- 310 E Washington St.
Lamar, CO 81052
Phone: 719-336-7404**Contact:** Captain Tonya Billinger

By appointment only

Spanish-speaking Technicians

-
- **Columbine Ambulance Service**
- 5893 S Prince Street
Littleton, CO 80120
Phone: 303-378-2932**Contact:** Vera Fullaway

By appointment only

Children with special healthcare needs, please call or email for appointment

-
- **Longmont Fire Department**
- 2400 Mountain View Avenue
Longmont, CO 80503
Phone: 303-651-8437**Contact:** Monty Richardson
2nd Wednesday of each month, 2 p.m. - 7 p.m.
No appointment needed for listed times.
Spanish-speaking Technicians

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

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

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

-
- **Swedish Medical Center**
 - 501 E Hampden Ave
Englewood, CO 80113
Phone: (866)-779-3347**Contact:** Melanie Wuzzardo
By appointment only. Virtual appointments available.
https://healthonecares.com/calendar/?facility_coid=27100#/ce-landing-page/search

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

-
- **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
View on Map

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

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

-
- **Colorado State Patrol**
 - 20591 US-160 E
Durango, CO 81301
Phone: 970-385-1675**Contact:** Heather Hamilton
By appointment only

31. Colorado State Patrol

3110 1st Street
Alamosa, CO 81101

Phone: 719-589-2503**Contact:** Trooper Adeline Roybal

By appointment only

32. 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

33. Platte Valley Fire Protection District

27128 County Road 53

Kersey, CO 80644

Phone: 970-353-3890**Contact:** Kaleb Staley

By appointment only

34. 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 Technicians

35. Colorado State Patrol - HQ

15185 S Golden Rd

Golden, CO 80401

Phone: 303-273-1919**Contact:** Child Passenger Safety Program Coordinator Angel Giffin

By appointment only.

Spanish-speaking Technicians

36. Safe Kids Larimer County

1224 Doctors Lane

Fort Collins, CO 80524

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

By appointment only.

Spanish-speaking Technicians

37. 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.

38. Windsor-Severance Fire Protection District

100 N 7th St
Windsor, CO 80550
Phone: 970-686-2626**Contact:** Rebecca Clark
Appointment or Drop-in

39. Yuma County Child Passenger Safety Program

110 W 4th Avenue
Yuma, CO 80759
Phone: 970-848-5497**Contact:** Linda Clark
By appointment only.

40. Castle Rock Fire and Rescue Department

5463 E Sovereign St
Castle Rock, CO 80104
Phone: 3036601066**Contact:** Jamie Duncan
Please call for more information.

41. 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.

42. Castle Rock Fire and Rescue Department

3833 N Crowfoot Valley Rd
Castle Rock, CO 80108
Phone: 303-660-1066**Contact:** Jamie Duncan
Please call for more information.

43. Children's Hospital/Safe Kids Colorado Springs

4125 Briargate Pkwy Children's Hospital
Colorado Springs, CO 80920
Phone: 719-305-7233**Contact:** Amanda Abramczyk-Thill
By Appointment Only. Special Needs Certified.
Spanish-speaking Technicians

44. 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
Appointment needed.
[View on Map](#)

45. 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

46. 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.

Spanish-speaking Technicians

47. Arvada Fire Protection District - Station 2

5250 Oak St

Arvada, CO 80002

Phone: (303) 424-3012**Contact:** Jillian Moore

Appointment and Drop in

Spanish-speaking Technicians

48. Arvada Fire Protection District -

7903 Allison Way

Arvada, CO 80005

Phone: (303) 424-3012**Contact:** Jillian Moore

Appointment and Drop-in

ASL option

Spanish-speaking Technicians

49. Arvada Fire Protection District - Station 7

8027 Alkire St

Arvada, CO 80005

Phone: (303) 424-3012**Contact:** Jillian Moore

Appointment and Drop-in

Spanish-speaking Technicians

50. Boulder Rural Fire Protection

6230 Lookout rd

Boulder, CO 80301

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

Appointment and Drop-in

51. Roaring Fork Fire Rescue Station 42

1089 J W Dr

Carbondale, CO 81623

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

Appointment or drop in

52. 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.

53. Volunteer

8335 Wildridge rd

Colorado Springs, CO 80908

Phone: 7195940325**Contact:** Christine Simosky

By appointment

54. Craig Police Department

800 W 1st St Suite 300

Craig, CO 81625

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

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

55. Adams County Fire Rescue

7980 Elmwood Ln

Denver, CO 80221

Phone: (720) 826-2678**Contact:** Felicia Dixon

Drop in or appointment

Spanish-speaking Technicians

56. Divide Fire Protection District

103 Cedar Mountain Rd

Divide, CO 80814

Phone: 7196878773**Contact:** Lisa Pitts

By appointment only

57. Federal Heights Fire Department

2400 W 90th Ave

Federal Heights, CO 80260

Phone: 3034277209**Contact:** Scott Carscadden

Drop in or Appointment

Spanish-speaking Technicians

58. Summit County Public Health

360 Peak One dr Ste 230

Frisco, CO 80443

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

By appointment only

59. Hilltop Family Resource Center

1129 Colorado ave

Grand Junction, CO 81501

Phone: 9702440463**Contact:** Crystal Cox

Drop in or appointment. Karen Clymer also at site. 970-524-7101 x16 karencl@htop.org

Spanish-speaking Technicians

60. Gypsum Fire Protection District

511 2nd St

Gypsum, CO 81637

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

By appointment only

61. Colorado State Patrol

4600 Castleton Ct

Castle Rock, CO 80109

Phone: 7204020423**Contact:** Josh Lewis

By appointment only

62. LaSalle Fire Protection District

118 Main St

La Salle, CO 80645

Phone: 9702846336**Contact:** Britney Mazzer

By appointment only

Spanish-speaking Technicians

63. Littleton Adventist Hospital

7700 S Broadway

Littleton, CO 80122

Phone: (303) 738-2757**Contact:** Sarah Jacquin

By appointment, virtual inspection

64. 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

65. Front Range Fire Rescue Station 2

101 S Irene Ave

Milliken, CO 80543

Phone: 8705874464**Contact:** Tyler Drage

By appointment only

66. 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

67. 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

68. Parker Adventist Hospital

9395 Crown Crest Blvd

Parker, CO 80138

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

By appointment only

69. Colorado State Patrol

5615 Wills Blvd

Pueblo, CO 81008

Phone: 7192882636**Contact:** Brian Lyons

By appointment only

70. Chaffee County Public Health

448 E 1st St Ste 137

Salida, CO 81201

Phone: 7195302566**Contact:** Emily Anderson

By appointment

71. 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

72. Logan County Sheriff's Office

110 Riverview rd

Sterling, CO 80751

Phone: 9705222578**Contact:** Dennis Aulston

By appointment only

73. Fire Station 5

14051 Colorado blvd

Thornton, CO 80602

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

74. Las Animas County Health Department

412 Benedicta Ave
Trinidad, CO 81082

Phone: (719)-845-0463**Contact:** Jennifer Sanchez McDonald
Appointment or drop-in

75. Vail Health Hospital

181 W Meadow Dr
Vail, CO 81657

Phone: 970-477-5166**Contact:** Kim Greene
By appointment only
Spanish-speaking Technicians

76. Rural Communities Resource Center

204 S Main st
Yuma, CO 80759

Phone: 970-848-3867**Contact:** Berenice Marquez
By appointment
Spanish-speaking Technicians

77. Colorado State University PD

750 Meridian Ave
Fort Collins, CO 80523

Phone: 970-657-4823**Contact:** Ashleigh Rose
By appointment

78. Colorado State University PD

750 Meridian Ave
Fort Collins, CO 80523

Phone: 970-657-4823**Contact:** Ashleigh Rose
By appointment

79. Colorado State Patrol

2420 N Townsend Ave
Montrose, CO 81401

Phone: 970-249-9575**Contact:** Jeremy Brailsford
By appointment.

80. Dacono PD

512 Cherry Ave
Dacono, CO 80514

Phone: (303) 833-3095**Contact:** Jackie Boyer
By appointment

81. 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.

82. JPC Health & Safety Training, LLC.

320 N Academy Blvd Suite 202

Colorado Springs, CO 80909

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

By Appointment

83. Ault-Pierce Fire

16680 HIGHWAY 14

Ault, CO 80610

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

By Appointment

84. Gunnison Police Department

910 W Bidwell Ave

Gunnison, CO 81230

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

Availability by appointment and drop in.

Spanish-speaking Technicians

85. 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

86. Denver Health

700 N Delaware St Pavillion D, Room 211

Denver, CO 80204

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

By Appointment

87. Pueblo Rural Fire

29912 US-50 E

Pueblo, CO 81006

Phone: (719) 948-4646

By Appointment

88. 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

Spanish-speaking Technicians

89. City of Aurora

2291 S Joliet St

Aurora, CO 80014

Phone: 303-578-8964**Contact:** Erin Brill

Book Online:

https://www.auroragov.org/residents/public_safety/fire_rescue/car_seat_inspection

90. West Metro Fire Rescue

3535 S Kipling St

Lakewood, CO 80235

Phone: 3039894307**Contact:** Erin Bravo

Begins: 05/09/2023*By appointment*

<https://www.signupgenius.com/go/10c0b4aaca823a6fc1-friday#/>

91. Platteville-Gilcrest Fire Protection District

202 Main St PO Box 407

Platteville, CO 80651

Phone: 7205975883**Contact:** Matt Concialdi

Begins: 05/09/2023*By Appointment*

92. Trinidad Fire Department

1605 Santa Fe Trail

Trinidad, CO 81082

Phone: 719-250-9482**Contact:** Matthew Comden

Begins: 07/13/2023*By appointment*

93. Trinidad Fire Station 2

1102 Nevada ave

Trinidad, CO 81082

Phone: 719-250-9482**Contact:** Matthew Comden

Begins: 07/13/2023*By appointment*

94. Rocky Ford Fire Department

300 S Main St

Rocky Ford, CO 81067

Phone: 719-469-3105**Contact:** Ute Bustamante
Begins: 07/13/2023*By appointment*

95. Tri-County Family Care Center

512 1.2 N Main St

Rocky Ford, CO 81067

Phone: 719-254-7776**Contact:** Christie Encinias

Begins: 08/22/2023*By Appointment*

Spanish-speaking Technicians

96. Colorado State Patrol

1185 County Road 16

Fairplay, CO 80440

Phone: 720-417-4417**Contact:** Steven Geist

Begins: 03/11/2024*By appointment only*

97. Washington County Sheriff's Office

26861 Hwy 34

Akron, CO 80720

Phone: 970-345-6865**Contact:** Tiffany Rogers

Begins: 06/13/2024*By appointment only*

98. DOTI's Office of Community & Business Engagement

2829 W. Howard Place

Denver, CO 80204

Phone: 800-350-3765**Contact:** Jody Davison

Child Passenger Safety Technicians

Car Seats Colorado has approximately 1,085 certified Child Passenger Safety Technicians and 31 certified Child Passenger Safety Technician Instructors throughout the state. The recertification rate for 2024 in Colorado was 52%.

Counties and Technician Numbers

COUNTY	POPULATION SERVED	NUMBER OF TECHS	COUNTY RANK
ADAMS COUNTY	519,572	92	5
ALAMOSA COUNTY	16,376	8	31
ARAPAHOE COUNTY	655,070	49	3
ARCHULETA COUNTY	13,359	0	34
BACA COUNTY	3,506	1	55
BENT COUNTY	5,650	1	50
BOULDER COUNTY	330,758	116	8
BROOMFIELD COUNTY	74,112	0	12
CHAFFEE COUNTY	19,476	4	26
CHEYENNE COUNTY	1,748	2	59

CLEAR CREEK COUNTY	9,397	3	39
CONEJOS COUNTY	7,461	0	41
COSTILLA COUNTY	3,499	1	56
CROWLEY COUNTY	5,922	0	47
CUSTER COUNTY	4,704	1	53
DELTA COUNTY	31,196	3	18
DENVER COUNTY	715,522	144	2
DOLORES COUNTY	2,326	2	58
DOUGLAS COUNTY	357,978	64	7
EAGLE COUNTY	55,731	15	14
EL PASO COUNTY	730,395	95	1
ELBERT COUNTY	26,062	4	21
FREMONT COUNTY	48,939	5	16
GARFIELD COUNTY	61,685	7	13
GILPIN COUNTY	5,808	0	48
GRAND COUNTY	15,717	5	32
GUNNISON COUNTY	16,918	1	30
HINSDALE COUNTY	788	0	63
HUERFANO COUNTY	6,820	3	44
JACKSON COUNTY	1,379	0	61
JEFFERSON COUNTY	582,910	117	4
KIOWA COUNTY	1,446	0	60
KIT CARSON COUNTY	7,087	3	43
LAKE COUNTY	7,436	5	42
LA PLATA COUNTY	55,638	2	15
LARIMER COUNTY	359,066	74	6
LAS ANIMAS COUNTY	14,555	4	33
LINCOLN COUNTY	5,675	6	49
LOGAN COUNTY	21,528	5	25
MESA COUNTY	155,703	13	11
MINERAL COUNTY	865	0	62
MOFFAT COUNTY	13,292	1	35
MONTEZUMA COUNTY	25,849	19	22
MONTROSE COUNTY	42,679	4	17
MORGAN COUNTY	29,111	15	20
OTERO COUNTY	18,690	11	27
OURAY COUNTY	4,874	0	51
PARK COUNTY	17,390	4	28
PHILLIPS COUNTY	4,530	0	54
PITKIN COUNTY	17,358	8	29
PROWERS COUNTY	11,999	5	36
PUEBLO COUNTY	168,162	20	10
RIO BLANCO COUNTY	6,529	0	45
RIO GRANDE COUNTY	11,539	1	37
ROUTT COUNTY	24,829	11	23
SAGUACHE COUNTY	6,368	1	46
SAN JUAN COUNTY	705	0	64
SAN MIGUEL COUNTY	8,072	1	40
SEDGWICK COUNTY	2,404	0	57
SUMMIT COUNTY	31,055	8	19
TELLER COUNTY	24,710	4	24
WASHINGTON COUNTY	4,817	5	52
WELD COUNTY	328,981	141	9

YUMA COUNTY	9,988	2	38
TOTAL COLORADO POPULATION	5,773,714		
TOTAL POPULATION SERVED	5,610,392		

*Based on 2020

Census

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

Countermeasure Strategy
Child Restraint System Inspection Station(s)

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

Technician Certification Training

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

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

Community Education

Upon completion of the certification course, the CPS Technicians will be able to provide education and resources in their communities across Colorado. They will conduct car seat inspections while assisting families with proper selection, installation, and use of their child

restraints. They can also use this knowledge to provide Advocate Awareness classes for community groups who want to learn more about child passenger safety.

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

- Parents and caregivers of children aged 0-18 years
- Childcare providers
- EMS, doulas, and medical providers
- Law enforcement officers
- School transportation personnel
- New American/Refugee Advocacy groups
- Department of Health and Human Services personnel
- Public Transportation personnel

The counties identified for increased educational outreach include Archuleta, Conejos, Gunnison, Kit Carson, Denver, Jefferson, Mesa, Adams, Larimer, Weld, El Paso, Logan, Grand, and Summit. At least twenty-five percent of the counties will be visited this grant cycle.

Child Passenger Safety Technician Recertification Opportunities

Car Seats Colorado will continue to focus on assisting certified technicians with the recertification process by offering CEU Update classes around the state. These classes are preauthorized by Safe Kids to provide the 6 continuing education units (CEUs) that are required for recertification. During 2025, there will be a minimum of ten CEU Update classes offered.

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

Additional Educational Opportunities

Technicians are encouraged to advance their knowledge by attending conferences, workshops, and webinars. The conference opportunities include the national Lifesavers Conference and Kidz in Motion (KIM) Conference.

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

Car Seats Colorado Activity 2025

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

These efforts will include:

- increasing the number of certified Child Passenger Safety Technicians and inspection stations in areas lacking resources.
- Providing resources for Technicians to recertify.
- Increasing education and enforcement activities in all State Patrol districts while also engaging other community partners.
- Continuing outreach efforts with hospitals and medical professionals to ensure all children are properly restrained from the beginning.
- Building and maintaining partnerships with community agencies to increase outreach efforts. These will include, but are not limited to, DOTI, Children's Hospital, DHS, Refugee/New American agencies, schools, daycares, and foster families.
- Providing education on Colorado's Child Passenger Safety Law
- Technician Certification Courses—7 completed; 3 more scheduled.
- CEU Update Classes—4 completed; 1 other cancelled; 5 more scheduled.
- Advocate Awareness Classes—12 completed; 1 more scheduled.
- Events—3 completed; 1 more scheduled

The recycling program was implemented in 2016. There are currently 18 locations around the state. They can be found at www.carseatscolorado.com. We are currently looking for two additional locations to add recycle pods.

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

Estimated total number of classes: **10**

Estimated total number of technicians: **130**

Qualification criteria for a lower seat belt use rate State

The State applied under the following criteria:

Primary enforcement seat belt use statute: **No**

Occupant protection statute: **No**

Seat belt enforcement: **Yes**

High risk population countermeasure programs: **Yes**

Comprehensive occupant protection program: **No**

Occupant protection program assessment: **Yes**

Seat Belt Enforcement

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

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

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

Unique Identifier	Planned Activity Name
FY26 OP HVE	Occupant Protection HVE

Sustained Seat Belt Enforcement

For 2025, the City of Aurora, serving three of the largest counties in Colorado, received HSO funding and conducted sustained year-round seat belt enforcement through short-term, high-visibility belt law enforcement campaigns supplemented by individual enforcement efforts. The Colorado Springs Police Department, Durango Police Department and the El Paso County Sheriff'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 2026.

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 2025, 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 2026, 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 2026 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 2024 was 88.1%, however, compliance rates in rural areas drop as low as 80% and unrestrained fatality rates in rural areas are historically higher than in urban areas. In 2024 three counties rated the lowest in seat belt compliance were Weld (80%) Pueblo (79%), and Jefferson (77%), all of which encompass rural areas.

Fatalities involving drivers aged 20 or younger consistently range from 14%-16% of total fatalities. In 2024, 110, or 16%, 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 2025 with officers from the Colorado State Patrol and 66 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 2025, young driver proposals that addressed positive youth development, prevention strategies and community-based traffic safety continue to be prioritized for funding. Similar activities will be funded for 2026

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 FY26.
- 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.
- school-wide interactive presentations including questions and facts on teen driving behaviors including GDL licensing, distracted driving, drunk and drugged driving, seat belt use, and other related safe driving topics.
- education through GDL classes, participation in peer-to-peer safe driving programs in high schools throughout the school year, and partnerships with community leaders and organizations.
- FCCLA will continue to focus on implementing peer-to-peer traffic safety projects in schools across Colorado, with a specific emphasis on rural counties. By utilizing the FCCLA FACTS program, students will conduct a comprehensive community assessment to identify the most pressing traffic safety concerns in their respective areas. They will

gather data on local traffic crash statistics, road conditions, driver behaviors, and other relevant factors. With this information, they will develop and implement evidence-based projects and interventions to address these concerns, engaging and empowering young people to take an active role in promoting traffic safety.

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

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

Communications activities that address these areas include:

- Development and implementation of ongoing media and public relations campaigns for high visibility seat belt enforcement.
- Development and implementation of targeted and relevant seat belt campaigns and initiatives in low-belt-use and high unrestrained fatality counties
- Development and distribution of news releases.
- Development of materials for Hispanic audiences and Spanish language media channels.
- Execution of media events and special events which are culturally relevant and linguistically appropriate for minority audiences.
- A campaign that uses social media to remind teens of Colorado GDL laws, including primary enforcement of seat belts.
- A campaign aimed at parents to ensure safe use of car seats for all stages in a child's development.
- A campaign aimed at the dangers that unbuckled passengers pose to others in vehicles.
- Leveraging the power of social media to increase awareness and spark conversation.

- Leveraging new ways to digitally target audiences online through geo-fencing and other advanced methods.
- Development and production of collateral materials, including brochures, fact sheets, posters, flyers, print ads, radio spots and videos.
- Evaluation of campaign elements, including developing a methodology for evaluating increases in public awareness.

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

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

S.1300.22

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

Qualification criteria:

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

Meeting Date
8/22/24
10/24/24
3/6/25
5/15/25

- 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

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June 6, 2025

Kara Mueller

Department of Transportation

National Highway Safety Administration

12300 West Dakota Avenue, Lakewood, CO 80228

Dear Kara,

We are writing to report on the progress that the members of the Colorado Statewide Traffic Records Advisory Committee (STRAC) have made over the last calendar year in the three performance measures: E-citations, E-Crash/E-Citation Agency Participation, and Crash Location.

E-Citation (PM C-15)

The E-Citation project is a collaboration between the Colorado Department of Revenue (DOR) and Colorado Department of Transportation (CDOT), Colorado Judicial, and Office of Information and Technology (OIT) working with Colorado State Patrol (CSP) to submit citations electronically. The goal of the project is to improve the accuracy and timeliness of transferring citation data. As of this report, CSP continues to submit citations manually. The progress that has been made on this project is described below in this section.

This project's performance is measured based on the percentage of citations submitted to the DMV without errors in the critical data elements. The critical data elements tracked for the project include: Address/location Not Updated/Entered Incorrectly, Court Information Incorrect, Driver License Number Incorrect/Document Entered on Incorrect Record, Citation Number Incorrect, Law Enforcement Agency Incorrect, Offense Date or Serve Date Incorrect, Common Code Incorrect/Not Entered, CMV Marked/Not Marked, School Zone Marked/Not Marked, and CDL Marked/Not Marked.

In the baseline performance year, CY23 citations were submitted manually by CSP, not electronically. During the baseline year, 149,790 total citations were submitted to the DMV. Of the citations submitted, there were 2,583 submittals with errors found in the critical data elements, meaning 98.37% of citations were submitted to the DMV without errors in the critical data elements.

In CY24, citations continued to be submitted manually by CSP, not electronically. In CY24, 135,463 citations were submitted to DMV. Of the citations submitted, there were 3,420 submittals with errors found in the critical data elements, meaning 97.48% of citations were submitted to the DMV without errors in the critical data elements

The table and figure below show the percentage of citations without grant specific errors along with the percentage from the baseline year. These presentations demonstrate a

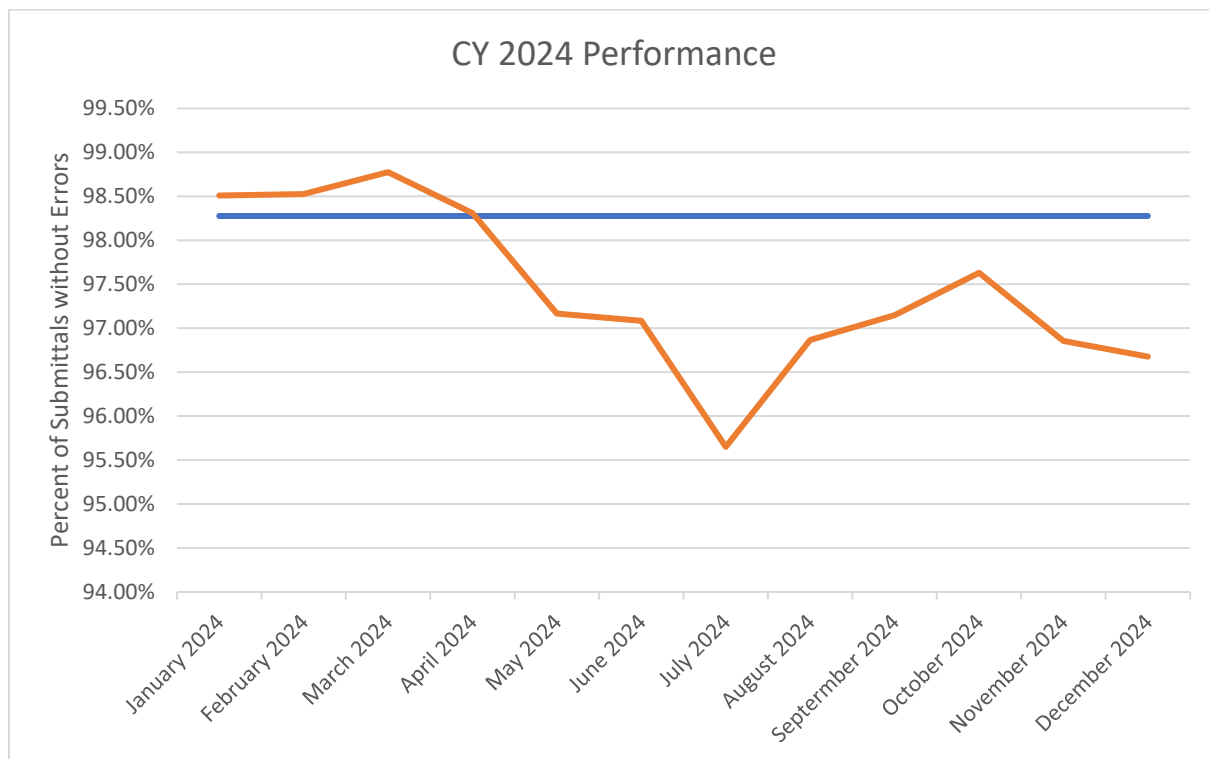


decrease in the number of accurate citations compared to the baseline year, with accuracy of submitted data dropping below 98% from May 2024.

Table 1: Citation Accuracy in Critical Data Elements

FY 2025 Performance	Baseline Year Total (CY23)	% of Accurate Submittals (CY24)
January 2024	98.37%	98.51%
February 2024	98.37%	98.53%
March 2024	98.37%	98.78%
April 2024	98.37%	98.31%
May 2024	98.37%	97.17%
June 2024	98.37%	97.08%
July 2024	98.37%	95.65%
August 2024	98.37%	96.87%
September 2024	98.37%	97.15%
October 2024	98.37%	97.63%
November 2024	98.37%	96.85%
December 2024	98.37%	96.68%

Figure 1: CY 2024 Citation Accuracy by Month





The improvement to Accuracy is reflected in the increase in the percentage of citations records without errors in five critical data elements. By switching the citation submittal process to electronic citation submittals directly to DOR, an improvement in the number of citations without errors is expected. The electronic submittals process will allow for errors to be identified and addressed before the citation is processed by DOR.

Current status + explanation: Not achieved. Colorado has undertaken a major upgrade to the DRIVES system. Colorado's DRIVES system manages driver and vehicle records, including citations. To achieve the major upgrade timely, multiple programming initiatives, including completion of citation record data transfer between CSP and CDOR have been postponed until after the upgrade is complete in August 2026. STRAC expected the work needed for the citation data transfer to be included with the system upgrade. Unfortunately, Colorado's other priorities, including legislative mandates for the system, have deferred completion of the work until a later date.

Request for time extension: While the DRIVES system upgrade has delayed completion of this work, the foundation for success is fully in place today. The partners have established protocols for measuring progress, developed the simplified data process, identified the critical data elements benefitting most from the process simplification, and prepared the programming for both sides of the data sets. We are confident that when the DRIVES upgrade is complete, STRAC's work will be scheduled for implementation. This work continues to be important to improving traffic records in Colorado. Once achieved, STRAC will be positioned to expand this type of data transfer to local law enforcement agencies around Colorado.

Crash Location (PM C-17)

This section reports on the progress the Colorado Department of Revenue (DOR) and Colorado Department of Transportation (CDOT) in the last year on improving the completeness of crash location data. The data elements that correspond to crash location data include location, latitude/longitude, road location, and road description.

The goal is to increase the percentage of crash records submitted to DOR with complete and correct data elements related to location. In CY 23, 66.73% of all crashes reported to DOR had complete Latitude/Longitude location data. In CY24, the percentage of reports with complete Latitude/Longitude location data increased to 78.07%. Latitude/Longitude data and other location data elements such as Road Location and Road Description show promising improvement, however the Location data element related to location declined as can be seen in Table 2 below.

Table 2: Complete & Correct Crash Location Data

Data Element	CY23	CY24	% Change
Location	98.93%	95.53%	-3.40%
Latitude/Longitude	66.73%	78.07%	11.34%
Road Location	87.89%	96.75%	8.85%
Road Description	96.42%	97.10%	8.82%



STRAC has received many requests for improved crash location data from users of crash data in Colorado. To meet this need, Colorado's Traffic Records Strategic Plan includes multiple ongoing and future initiatives aimed at improving crash location data. Please refer to Colorado Traffic Records Strategic Plan p. 12-14 for more information.

Current status + explanation: Partially achieved. Colorado has achieved 85%+ complete and correct location data for 3 of 4 metrics tracked. Latitude/longitude did not achieve 85% complete and correct; however, the metric improved by 11.34% and CDOT increased training resources and outreach activities in CY 2024 and CY 2025 to date. Colorado anticipates achieving the three-year target by December 31, 2026.

E-Crash/E-Citation Agency Participation (PM C-18)

This section reports on the progress the Colorado Department of Revenue (DOR) and Colorado Department of Transportation (CDOT), Colorado Judicial, and Office of Information and Technology (OIT) has made in the last year working with local law enforcement agencies (LEA's) to increase the number of agencies using Colorado's E-Citation/E-crash reporting.

Currently there are approximately 320 separate law enforcement agencies in Colorado.

E-Crash

- In CY23, 89 of the 320 agencies E-crash reported.
- In CY24, 5 additional (94 total) agencies transmitted crash reports electronically.

E-Citation

- In CY23, no agencies E-citation reported.
- In CY24, no agencies E-citation reported.

Current status + explanation: E-crash achieved and on-track to achieve three-year target by December 31, 2026.

E-Citation not achieved. Colorado has undertaken a major upgrade to the DRIVES system. Colorado's DRIVES system manages driver and vehicle records, including citations. To achieve the major upgrade timely, multiple programming initiatives, including completion of citation record data transfer between CSP and CDOR have been postponed until after the upgrade is complete in August 2026. STRAC expected the work needed for the citation data transfer to be included with the system upgrade. Unfortunately, Colorado's other priorities, including legislative mandates for the system, have deferred completion of the work until a later date.

Request for time extension: While the DRIVES system upgrade has delayed completion of this work, the foundation for success is fully in place today. The partners have established protocols for measuring progress, developed the simplified data process, identified the critical data elements benefitting most from the process simplification, and prepared the programming for both sides of the data sets. We are confident that when the DRIVES upgrade is complete, STRAC's work will be scheduled for implementation. This work continues to be important to improving traffic records in Colorado. Once achieved, STRAC will be positioned to expand this type of data transfer to local law enforcement agencies around Colorado.



COLORADO
Department of Transportation

Please feel free to contact me with any questions regarding this report.

Sincerely,

David Swenka, PE, PTOE
CDOT Safety Programs, Data Analysis Traffic Safety and Engineering Services

Appendix A to Part 1300—Certifications and Assurances for Highway Safety Grants

[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]

State: Colorado

Fiscal Year: 2026

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

GENERAL REQUIREMENTS

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4—Highway Safety Act of 1966, as amended;
- Sec. 1906, Public Law 109-59, as amended by Sec. 25024, Public Law 117-58;
- 23 CFR part 1300—Uniform Procedures for State Highway Safety Grant Programs;
- 2 CFR part 200—Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards;
- 2 CFR part 1201—Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, *OMB Guidance on FFATA Subaward and Executive Compensation Reporting*, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
 - Unique entity identifier (generated by **SAM.gov**);
- The names and total compensation of the five most highly compensated officers of the entity if:
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards;
 - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
 - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency [and its subrecipients] will comply with all Federal statutes and implementing regulations relating to nondiscrimination (“Federal Nondiscrimination Authorities”). These include but are not limited to:

- *Title VI of the Civil Rights Act of 1964* (42 U.S.C. 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- *49 CFR part 21* (entitled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964*);
- *28 CFR 50.3* (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- *The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- *Federal-Aid Highway Act of 1973*, (23 U.S.C. 324 et seq.), and *Title IX of the Education Amendments of 1972*, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- *Section 504 of the Rehabilitation Act of 1973*, (29 U.S.C. 794 et seq.), as amended, (prohibits discrimination on the basis of disability) and *49 CFR part 27*;
- *The Age Discrimination Act of 1975*, as amended, (42 U.S.C. 6101 et seq.), (prohibits discrimination on the basis of age);
- *The Civil Rights Restoration Act of 1987*, (Pub. L. 100-209), (broadens scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the

Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);

- *Titles II and III of the Americans with Disabilities Act* (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38.

The preceding statutory and regulatory cites hereinafter are referred to as the “Acts” and “Regulations,” respectively.

GENERAL ASSURANCES

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including NHTSA.”

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI of the Civil Rights Act of 1964 and other non-discrimination requirements (the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

SPECIFIC ASSURANCES

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted Highway Safety Grant Program:

1. The Recipient agrees that each “activity,” “facility,” or “program,” as defined in § 21.23(b) and (e) of 49 CFR part 21 will be (with regard to an “activity”) facilitated, or will be (with regard to a “facility”) operated, or will be (with regard to a “program”) conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Highway Safety Grant Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:
“The [name of Recipient], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.”
3. The Recipient will insert the clauses of appendix A and E of this Assurance (also referred to as DOT Order 1050.2A) ^[1] in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of appendix B of DOT Order 1050.2A, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form of, or for the acquisition of, real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in appendix C and appendix D of this DOT Order 1050.2A, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
 - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or

structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

- a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the State highway safety agency also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing NHTSA's access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by NHTSA. You must keep records, reports, and submit the material for review upon request to NHTSA, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The State highway safety agency gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the Highway Safety Grant Program. This ASSURANCE is binding on the State highway safety agency, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the Highway Safety Grant Program. The person(s) signing below is/are authorized to sign this ASSURANCE on behalf of the Recipient.

THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace, and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace;
 2. The grantee's policy of maintaining a drug-free workplace;

3. Any available drug counseling, rehabilitation, and employee assistance programs;
4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
 1. Abide by the terms of the statement;
 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted—
 1. Taking appropriate personnel action against such an employee, up to and including termination;
 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

POLITICAL ACTIVITY (HATCH ACT)
(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING
(applies to subrecipients as well as States)

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a

Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

(applies to subrecipients as well as States)

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (*e.g.*, "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

(applies to subrecipients as well as States)

INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an

erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.

4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate the transaction for cause or default.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS—PRIMARY TIER COVERED TRANSACTIONS

1. The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:
 - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;
 - b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
2. Where the prospective primary tier participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

INSTRUCTIONS FOR LOWER TIER PARTICIPANT CERTIFICATION

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION—LOWER TIER COVERED TRANSACTIONS

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

BUY AMERICA

(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

CERTIFICATION ON CONFLICT OF INTEREST

(applies to subrecipients as well as States)

GENERAL REQUIREMENTS

No employee, officer, or agent of a State or its subrecipient who is authorized in an official capacity to negotiate, make, accept, or approve, or to take part in negotiating, making, accepting, or approving any subaward, including contracts or subcontracts, in connection with this grant shall have, directly or indirectly, any financial or personal interest in any such subaward. Such a financial or personal interest would arise when the employee, officer, or agent, any member of his or her immediate family, his or her partner, or an organization which employs or is about to employ any of the parties indicated herein, has a financial or personal interest in or a tangible personal benefit from an entity considered for a subaward. Based on this policy:

1. The recipient shall maintain a written code or standards of conduct that provide for disciplinary actions to be applied for violations of such standards by officers, employees, or agents.
 - a. The code or standards shall provide that the recipient's officers, employees, or agents may neither solicit nor accept gratuities, favors, or anything of monetary value from present or potential subawardees, including contractors or parties to subcontracts.
 - b. The code or standards shall establish penalties, sanctions, or other disciplinary actions for violations, as permitted by State or local law or regulations.
2. The recipient shall maintain responsibility to enforce the requirements of the written code or standards of conduct.

DISCLOSURE REQUIREMENTS

No State or its subrecipient, including its officers, employees, or agents, shall perform or continue to perform under a grant or cooperative agreement, whose objectivity may be impaired because of any related past, present, or currently planned interest, financial or otherwise, in

organizations regulated by NHTSA or in organizations whose interests may be substantially affected by NHTSA activities. Based on this policy:

1. The recipient shall disclose any conflict of interest identified as soon as reasonably possible, making an immediate and full disclosure in writing to NHTSA. The disclosure shall include a description of the action which the recipient has taken or proposes to take to avoid or mitigate such conflict.
2. NHTSA will review the disclosure and may require additional relevant information from the recipient. If a conflict of interest is found to exist, NHTSA may (a) terminate the award, or (b) determine that it is otherwise in the best interest of NHTSA to continue the award and include appropriate provisions to mitigate or avoid such conflict.
3. Conflicts of interest that require disclosure include all past, present, or currently planned organizational, financial, contractual, or other interest(s) with an organization regulated by NHTSA or with an organization whose interests may be substantially affected by NHTSA activities, and which are related to this award. The interest(s) that require disclosure include those of any recipient, affiliate, proposed consultant, proposed subcontractor, and key personnel of any of the above. Past interest shall be limited to within one year of the date of award. Key personnel shall include any person owning more than a 20 percent interest in a recipient, and the officers, employees or agents of a recipient who are responsible for making a decision or taking an action under an award where the decision or action can have an economic or other impact on the interests of a regulated or affected organization.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE **(applies to subrecipients as well as States)**

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at www.trafficsafety.org. The NHTSA website (www.nhtsa.gov) also provides information on statistics, campaigns, and program evaluations and references.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned vehicles when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.


SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the annual grant application in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))
3. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or on behalf of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and on behalf of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
4. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))
5. As part of a comprehensive program, the State will support a data-based traffic safety enforcement program that fosters effective community collaboration to increase public safety, and data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities. (23 U.S.C. 402(b)(1)(E))
6. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to—
 - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
 - Increase use of seat belts by occupants of motor vehicles;
 - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
 - An annual statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
 - Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
 - Coordination of triennial Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a); and
 - Participation in the Fatality Analysis Reporting System (FARS), except for American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, or the United States Virgin Islands
7. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
 8. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system, except in a work zone or school zone. (23 U.S.C. 402(c)(4))

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.

Click here to validate form fields and permit signature



7/30/25

Signature Governor's Representative for Highway Safety

Date

Shoshana Lew

Printed name of Governor's Representative for Highway Safety

Appendix B to Part 1300—Application Requirements for Section 405 and Section 1906 Grants

[Each fiscal year, to apply for a grant under [23 U.S.C. 405](#) or Section 1906, [Public Law 109-59](#), as amended by Section 25024, [Public Law 117-58](#), the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]

State: _____

Fiscal Year: _____

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the Highway Safety Plan. Attachments may be submitted electronically.

PART 1: OCCUPANT PROTECTION GRANTS ([23 CFR 1300.21](#))

*[Check the box above **only** if applying for this grant.]*

ALL STATES

[Fill in all blanks below.]

- The State's occupant protection program area plan for the upcoming fiscal year is provided in the annual grant application at _____ (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the annual grant application at _____ (location).
- Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application at _____ (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the annual grant application are staffed with at least one current nationally Certified Child Passenger Safety Technician.
- Projects, as provided in the annual grant application at _____ (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

LOWER SEAT BELT USE STATES ONLY

[Check at least 3 boxes below and fill in all blanks under those checked boxes.]

- ☐ The State's primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
 - *Legal citation(s):*

- ☐ The State's occupant protection law, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on _____ (date) and last amended on _____ (date) and is in effect and will be enforced during the fiscal year of the grant.
 - *Legal citation(s):*
 - Requirement for all occupants to be secured in seat belt or age-appropriate child restraint;

 - Coverage of all passenger motor vehicles;

 - Minimum fine of at least \$25;

 - Exemptions from restraint requirements.

- ☐ Projects demonstrating the State's seat belt enforcement plan are provided in the annual grant application at _____ (location).
- ☐ The projects demonstrating the State's high risk population countermeasure program are provided in the annual grant application at _____ (location).
- ☐ The State's comprehensive occupant protection program is provided as follows:
 - Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: _____ (date);
 - Multi-year strategic plan: annual grant application or triennial HSP at _____ (location);
 - The name and title of the State's designated occupant protection coordinator is _____.
 - The list that contains the names, titles, and organizations of the statewide occupant protection task force membership: annual grant application at _____ (location).

- ☐ The State's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted on _____ (date) (within 5 years of the application due date);

PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS ([23 CFR 1300.22](#))

[Check the box above only if applying for this grant.]

ALL STATES

- ☐ The State has a functioning traffic records coordinating committee that meets at least 3 times each year.
- ☐ The State has designated a TRCC coordinator.
- ☐ The State has established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.
- ☐ [*Fill in the blank below.*] Written description of the performance measure(s), and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the annual grant application at _____ (location).

PART 3: IMPAIRED DRIVING COUNTERMEASURES ([23 CFR 1300.23\(D\)-\(F\)](#))

[Check the box above only if applying for this grant.]

ALL STATES

- ☐ The State will use the funds awarded under [23 U.S.C. 405\(d\)](#) only for the implementation of programs as provided in [23 CFR 1300.23\(j\)](#).

MID-RANGE STATES ONLY

[Check one box below and fill in all blanks under that checked box.]

- ☐ The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date). Specifically:

- Annual grant application at _____ (location)
describes the authority and basis for operation of the statewide impaired driving task force;
 - Annual grant application at _____ (location)
contains the list of names, titles, and organizations of all task force members;
 - Annual grant application at _____ (location)
contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving.
- ☐ The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) and continues to use this plan.

HIGH-RANGE STATE ONLY

[*Check one box below and fill in all blanks under that checked box.*]

- ☐ The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on _____ (date).
Specifically:
- Annual grant application at _____ (location)
describes the authority and basis for operation of the statewide impaired driving task force;
 - Annual grant application at _____ (location)
contains the list of names, titles, and organizations of all task force members;
 - Annual grant application at _____ (location)
contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving;
 - Annual grant application at _____ (location)
addresses any related recommendations from the assessment of the State's impaired driving program;
 - Annual grant application at _____ (location)
contains the projects, in detail, for spending grant funds;

- Annual grant application at _____ (location) describes how the spending supports the State's impaired driving program and achievement of its performance targets.
- ☐ The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) and updates its assessment review and spending plan provided in the annual grant application at _____ (location).

PART 4: ALCOHOL-IGNITION INTERLOCK LAWS ([23 CFR 1300.23\(G\)](#))

[Check the box above only if applying for this grant.]

[Check one box below and fill in all blanks under that checked box.]

- ☐ The State's alcohol-ignition interlock law, requiring all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
 - *Legal citations:*
 - Requirement for alcohol-ignition interlocks for all DUI offenders for not less than 180 days;
 - _____
 - Identify all alcohol-ignition interlock use exceptions.
 - _____
- ☐ The State's alcohol-ignition interlock law, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, and does not permit the individual to receive any driving privilege or driver's license unless the individual installs on each motor vehicle registered, owned, or leased by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

-
- Identify all alcohol-ignition interlock use exceptions.
-

- The State's alcohol-ignition interlock law, requiring an individual convicted of, or the driving privilege of whom is revoked or denied, for refusing to submit to a chemical or other appropriate test for the purpose of determining the presence or concentration of any intoxicating substance, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant; and

The State's compliance-based removal program, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted (if a law) or implemented (if a program) on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant; and

State's compliance-based removal program, requiring completion of a minimum consecutive period of not less than 40 percent of the required period of alcohol-ignition interlock installation immediately prior to the end of the individual's installation requirement, without a confirmed violation of the State's alcohol-ignition interlock program use requirements, was enacted (if a law) or implemented (if a program) on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Requirement for installation of alcohol-ignition interlocks for refusal to submit to a test for 180 days;

-
- Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

-
- Requirement for completion of minimum consecutive period of not less than 40 percent of the required period of alcohol-interlock use;
-

- Identify list of alcohol-ignition interlock program use violations;
-
- Identify all alcohol-ignition interlock use exceptions.
-

PART 5: 24-7 SOBRIETY PROGRAMS (23 CFR 1300.23(H))

[Check the box above only if applying for this grant.]

[Fill in all blanks.]

- ☐ The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
 - *Legal citation(s):*
-

[Check at least one of the boxes below and fill in all blanks under that checked box.]

- ☐ *Law citation.* The State provides citations to a law that authorizes a statewide 24-7 sobriety program that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
 - *Legal citation(s):*
-

- ☐ *Program information.* The State provides program information that authorizes a statewide 24-7 sobriety program. The program information is provided in the annual grant application at _____ (location).
-

PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)

[Check the box above only if applying for this grant and check the box(es) below for each grant for which you wish to apply.]

- ☐ The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (*i.e.*, the State's most

recent crash report with distracted driving data element(s)) within 30 days after notification of award.

DISTRACTED DRIVING AWARENESS GRANT

- ☐ The State provides sample distracted driving questions from the State's driver's license examination in the annual grant application at _____ (location).

DISTRACTED DRIVING LAW GRANTS

- ☐ **Prohibition on Texting While Driving**
State's texting ban statute, prohibiting texting while driving and requiring a fine, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
 - *Legal citations:*
 - Prohibition on texting while driving;

 - Definition of covered wireless communication devices;

 - Fine for an offense;

 - Exemptions from texting ban.

- ☐ **Prohibition on Handheld Phone Use While Driving**
The State's handheld phone use ban statute, prohibiting a driver from holding a personal wireless communications device while driving and requiring a fine for violation of the law, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
 - *Legal citations:*
 - Prohibition on handheld phone use;

 - Definition of covered wireless communication devices;

 - Fine for an offense;

 - Exemptions from handheld phone use ban.

- ☐ **Prohibition on Youth Cell Phone Use While Driving**
The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, and requiring a fine, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
 - Prohibition on youth cell phone use while driving;

 - Definition of covered wireless communication devices;

 - Fine for an offense;

 - Exemptions from youth cell phone use ban

- ☐ **Prohibition on Viewing Devices While Driving**
 The State's viewing devices ban statute, prohibiting drivers from viewing a device while driving, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant
 - *Legal citations:*
 - Prohibition on viewing devices while driving;

 - Definition of covered wireless communication devices;

PART 7: MOTORCYCLIST SAFETY GRANTS ([23 CFR 1300.25](#))

[Check the box above only if applying for this grant.]

[Check at least 2 boxes below and fill in all blanks under those checked boxes only.]

- ☐ **Motorcycle Rider Training Course**
 - The name and organization of the head of the designated State authority over motorcyclist safety issues is _____
 - The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:
[Check at least one of the following boxes below and fill in any blanks.]
 - Motorcycle Safety Foundation Basic Rider Course;
 - TEAM OREGON Basic Rider Training;
 - Idaho STAR Basic I;
 - California Motorcyclist Safety Program Motorcyclist Training Course;
 - Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.
 - In the annual grant application at _____
 (location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the

grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

☐ **Motorcyclist Awareness Program**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is _____.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the annual grant application at _____ (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties, or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the annual grant application at _____ (location), the projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.

☐ **Helmet Law**

- The State's motorcycle helmet law, requiring the use of a helmet for each motorcycle rider under the age of 18, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
 - *Legal citation(s):* _____

☐ **Reduction of Fatalities and Crashes Involving Motorcycles**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the annual grant application at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at _____ (location).

☐ **Impaired Motorcycle Driving Program**

- In the annual grant application or triennial HSP at _____ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the annual grant application at _____ (location), countermeasure strategies and projects demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (*i.e.*, the majority of counties or political

subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

☐ **Reduction of Fatalities and Crashes Involving Impaired Motorcyclists**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators are provided in the annual grant application at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at _____ (location).

☐ **Use of Fees Collected From Motorcyclists for Motorcycle Programs**

[Check one box only below and fill in all blanks under the checked box only.]

- Applying as a Law State—
 - The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.

Legal citation(s):

_____.

AND

The State's law appropriating funds for FY ____ demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

Legal citation(s):

_____.

- Applying as a Data State—
 - Data and/or documentation from official State records from the previous fiscal year showing that *all* fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the annual grant application at _____ (location).

PART 8: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.26)

[Check the box above only if applying for this grant and only if NHTSA has identified the State as eligible because the State annual combined nonmotorized road user fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data, then fill in the blank below.]

The list of project(s) and subrecipient(s) information that the State plans to conduct under this program is provided in the annual grant application at _____ (location(s)).

PART 9: PREVENTING ROADSIDE DEATHS GRANTS (23 CFR 1300.27)

[Check the box above only if applying for this grant, then fill in the blank below.]

The State's plan describing the method by which the State will use grant funds is provided in the annual grant application at _____ (location(s)).

PART 10: DRIVER AND OFFICER SAFETY EDUCATION GRANTS (23 CFR 1300.28)

[Check the box above only if applying for this grant.]

[Check one box only below and fill in required blanks under the checked box only.]

☐ **Driver Education and Driving Safety Courses**

[Check one box only below and fill in all blanks under the checked box only.]

- Applying as a law State—
 - The State law requiring that driver education and driver safety courses include instruction and testing related to law enforcement practices during traffic stops was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
 - *Legal citation(s):* _____.
- Applying as a documentation State—
 - The State has developed and is implementing a driver education and driving safety course throughout the State that require driver education and driver safety courses to include instruction and testing related to law enforcement practices during traffic stops.
 - Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at _____ (location).

☐ **Peace Officer Training Programs**

[Check one box only below and fill in all blanks under the checked box only.]

- Applying as a law State—
 - The State law requiring that the State has developed and implemented a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops was

enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*

- Applying as a documentation State—

- The State has developed and is implementing a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at _____ (location).

- Applying as a qualifying State—

- A proposed bill or planning or strategy documents that identify meaningful actions that the State has taken and plans to take to develop and implement a qualifying law or program is provided in the annual grant application at _____ (location).
- A timetable for implementation of a qualifying law or program within 5 years of initial application for a grant under this section is provided in the annual grant application at _____ (location).

PART 11: RACIAL PROFILING DATA COLLECTION GRANTS ([23 CFR 1300.29](#))

[Check the box above only if applying for this grant.]

[Check one box only below and fill in all blanks under the checked box only.]

- ☐ The official document(s) (*i.e.*, a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at _____ (location).
- ☐ The projects that the State will undertake during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at _____ (location).

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances —

- ☐ I have reviewed the above information in support of the State's application for [23 U.S.C. 405](#) and Section 1906 grants, and, based on my review, the information is accurate and complete to the best of my personal knowledge.
- ☐ As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- ☐ I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.



Signature Governor's Representative for Highway Safety

Date

Printed name of Governor's Representative for Highway Safety

From: [Gould - CDOT, Carol](#)
To: [NHTSAStategrantapplications](#)
Cc: [Espinosa-Salcedo, Gina \(NHTSA\)](#); [Hahn, Brenda \(NHTSA\)](#); [Mueller, Kara \(NHTSA\)](#); [Washburn, Ross \(NHTSA\)](#)
Subject: Re: Colorado FY 2026 AGA Section 405 Application Review - Clarifying Questions
Date: Tuesday, August 19, 2025 4:16:17 PM

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Final clarification:

Can you clarify whether C.R.S. 43-5-504 is the State law that demonstrates that all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are to be used for motorcycle training?

Yes - C.R.S. 43-5-504 is the State Law that that demonstrates that all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are to be used for motorcycle training.

Carol Gould
Highway Safety Office, Manager



P 303.757.9468

2829 W. Howard Place, Denver CO 80204

carol.gould@state.co.us | codot.gov | cotrip.org



On Tue, Aug 19, 2025 at 1:35 PM Gould - CDOT, Carol <carol.gould@state.co.us> wrote:

1) Please see the updated and attached Appendix B that indicates the State is using a previously submitted Statewide Impaired Driving Plan, approved by the Colorado Task Force on Drunk and Impaired Driving, on June 28, 2024.

2) Clarification on MOST. The State law that demonstrates that all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are to be used for motorcycle training is clarified here:

Currently, the Colorado Department of Public Safety (CDPS) offers a Motorcycle Operator Safety Training (MOST) program, which is funded by a \$2 surcharge for a motorcycle endorsement on a driver license and a \$4 surcharge on the registration of a motorcycle.

The MOST program is funded by:

- **A \$2 surcharge for a motorcycle endorsement on a driver's license: This fee is collected when a motorcycle endorsement is added to a Colorado driver's license.**
- **A \$4 surcharge on the annual registration of a motorcycle: This fee is applied to the registration of each motorcycle in Colorado.**
- **Motorcycle Operator Safety Training Funds (appropriated by the state): These funds are specifically budgeted and appropriated by the state legislature to support the MOST program.**

3) An updated FY26 AGA is attached indicating on Page 38/39 a project that describes the method by which the State will use 405h grant funds:

Task Number 26-03-24

Program Name Colorado State Patrol Preventing Roadside Deaths- Move Over

Contractor Colorado State Patrol (CSP)

Funding Source

405h
Eligible Use
M12BPE
Federal Funds
\$101,000

Carol Gould
Highway Safety Office, Manager



P 303.757.9468

2829 W. Howard Place, Denver CO 80204

carol.gould@state.co.us | codot.gov | cotrip.org



----- Forwarded message -----

From: **NHTSAStategrantapplications** <NHTSAStategrantapplications@dot.gov>

Date: Fri, Aug 15, 2025 at 10:17 AM

Subject: Colorado FY 2026 AGA Section 405 Application Review - Clarifying Questions

To: carol.gould [state.co.us](mailto:carol.gould@state.co.us) <carol.gould@state.co.us>

Cc: Espinosa-Salcedo, Gina (NHTSA) <Gina.Espinosa-Salcedo@dot.gov>, Hahn, Brenda (NHTSA) <brenda.hahn@dot.gov>, Mueller, Kara (NHTSA) <kara.mueller@dot.gov>

Hello:

NHTSA reviewed your Annual Grant Application and requests your response to the following question:

405(d) Impaired Driving Countermeasures	<p>23 CFR 1300.23(e)(3) allows a mid-range State that has received a grant for a previously submitted statewide impaired driving plan to submit an assurance that it continues to use the previously submitted plan.</p> <p>In Appendix B, Colorado indicated that it is applying based on a previously submitted plan that was approved by the impaired driving task force on June 8, 2024. However, the plan that was submitted last year was approved by the task force on June 28, 2024. Please revise and resubmit Appendix B with the date of the plan you intend to use. If June 8, 2024, is the correct date for the plan Colorado plans to use, Appendix B will need to be updated to indicate that the State is applying with a new impaired driving strategic plan and that plan must be provided.</p>
405(f) Motorcyclist Safety	<p>Per 1300.25(k), a State shall have a 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. A State may qualify under this criterion as either a Law State or a Data State.</p> <p>Colorado selected the Law State option in Appendix B. To demonstrate compliance as a Law State, the State shall submit, in accordance with part 7 of appendix B to this part, the legal citation(s) to the statute(s) or regulation(s) requiring that all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs and the legal citation(s) to the State's current fiscal year appropriation (or preceding fiscal year appropriation, if the State has not enacted a law at the time of the State's application) appropriating all such fees to motorcycle training and safety programs. Similar to its</p>

	2025 application, Colorado cited to C.R.S. 43-5-501 as the law that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs. This law provides definitions for the Motorcycle Operator Safety Training. However, it does not require fees to be used for funding motorcycle training in the state. Can you clarify whether C.R.S. 43-5-504 is the State law that demonstrates that all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are to be used for motorcycle training?
405(h) Preventing Roadside Deaths	1300.27(c) requires States applying for the Preventing Roadside Deaths incentive grant shall submit a plan that describes the method by which the State will use grant funds. NHTSA was only able to locate a project utilizing Section 402 funds. Please provide the location of the project that will use Section 405(h) funds or make necessary changes to project information to clarify the use of 405(h) funds.

We appreciate your prompt response to ensure that NHTSA can send qualification letters by mid-September. All responses must be received no later **Wednesday, August 20, 2025**.

Per § 1300.12(c) -- "Failure to respond promptly to a request for additional information concerning a Section 405 or Section 1906 grant application may result in a State's disqualification from consideration for a Section 405 or Section 1906 grant to avoid a delay in awarding grants to all States.

Thank you.

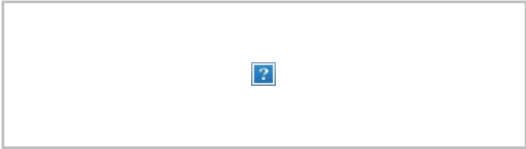
From: Gould - CDOT, Carol <carol.gould@state.co.us>
Sent: Thursday, July 31, 2025 12:39 PM
To: NHTSAStategrantapplications <NHTSAStategrantapplications@dot.gov>
Cc: Espinosa-Salcedo, Gina (NHTSA) <Gina.Espinosa-Salcedo@dot.gov>
Subject: Colorado FY26 AGA and 405 Applications

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Attached are the FY26 AGA, S405 Applications and Certifications and Assurances for Colorado.

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

Carol Gould
Highway Safety Office, Manager



P 303.757.9468
2829 W. Howard Place, Denver CO 80204
carol.gould@state.co.us | codot.gov | cotrip.org

