September 2019

Highway Safety Plan
FY 2020
Colorado

FY 2020 Highway Safety Plan

Contents

Highway Safety Plan

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

S. 405(b) Occupant Protection: **Yes**

S. 405(e) Distracted Driving: **No**

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

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

S. 405(d) Impaired Driving Countermeasures: **Yes**

S. 405(g) State Graduated Driver Licensing Incentive: **No**

S. 405(d) Alcohol-Ignition Interlock Law: **No**

S. 405(h) Nonmotorized Safety: **Yes**

S. 405(d) 24-7 Sobriety Programs: **No**

S. 1906 Racial Profiling Data Collection: **No**

Highway safety planning process

Data Sources and Processes

Processes Participants

There are several groups and organizations that engage in various processes and programs that are designed to prevent and mitigate Colorado's highway fatalities and serious injuries. From CDOT these include the Governor's Representative for Highway Safety, the Safety and Traffic Engineering Branch, the Office of Transportation Safety, the Regional Transportation Directors, and other Headquarters staff. Other groups and organizations that are also involved include the Governor's office, the Colorado State Legislature, federal agencies, state agencies, political subdivisions, community groups and the private sector. Stakeholder groups include the task forces mentioned previously and members from the Strategic Highway Safety Plan's Emphasis Area teams. All of these entities are vital in the ongoing mission to reduce crashes resulting in fatalities or serious injury on Colorado roadways

Description of Highway Safety Problems

For the past several years Colorado experienced increases in fatal crashes, which after adopting Moving Towards Zero Deaths in 2013, is a disconcerting statistic. Colorado has experienced recent increases in population growth and vehicle miles traveled. With the legalization of marijuana, more and more technology causing distractions, low gas prices, a thriving local economy, and increasing population density in front range counties, there are many factors which play a part in the increased fatal crashes. While none of these factors alone can explain the increase, it is assumed that these and other factors all contributed to the recent increases Colorado experienced up to 2017.

After 6 consecutive years of increased traffic fatalities, in 2018, preliminary data indicates there were 630 traffic fatalities, which constitutes a 3% decrease from the 648 traffic fatalities in 2017.

CDPHE and CDOT coordinated analysis of the fatality and crash data in conjunction with other traffic data sources including citation data, arrest data, CDPHE BAC data and judicial data, as the basis for setting performance targets, selecting countermeasure strategies and developing projects.

Methods for Project Selection

In order to address the traffic safety challenges identified, the HSO solicits applications and projects that are data driven, evidence based and employ countermeasure strategies, through a statewide Request for Proposal, in order to achieve performance targets. Extensive outreach efforts to the State and local traffic safety communities are utilized in order to target areas with persistent traffic safety issues. Applications are reviewed by panels of subject matter experts including representatives from the CDPHE, traffics stakeholders and partners and HSO staff. Applications are evaluated on their ability to impact statewide and local problem areas, as identified in the Problem Identification report, support local data, goals and proposed program

activities and evaluation measures. Applications are also evaluated on their ability to impact performance measures and performance targets. In FY19, the HSO solicited projects for a three year funding cycle. For FY20 the majority of projects are being funded for year two of the three year funding cycle.

List of Information and Data Sources

Fatality Data

Crash Data

Judicial Impaired Driving Data

Citation Data

Arrest Data

Annual Seat Belt Survey

CDPHE BAC Data

Previous program performance data

Population Data

VMT

Vehicle Registration Data

Motorcycle Safety Training Data

Description of Outcomes

In 2013, the State of Colorado adopted "Moving Towards Zero Deaths" as the State's bold new safety initiative and completed the new Strategic Highway Safety Plan (SHSP). This new vision and plan guide all safety stakeholders in Colorado to reduce the incidence and severity of motor vehicle crashes and the human and economic losses that are associated with them. The SHSP set specific visionary goals for reducing our fatality and serious injury rates, as well as the total number of crashes overall as compared to previous years. The SHSP is currently being updated.

Colorado has experienced recent increases in population growth and vehicle miles traveled. The legalization of marijuana, technology related distractions, a thriving local economy, and increasing population density in front range counties, were factors which played a part in the increased fatal crashes Colorado saw up until 2018, when fatalities began to decline. Though the decline of 3% is minimal, contributing factors include robust traffic enforcement, partnerships with traffic safety advocates and enhanced awareness based on aggressive education and awareness campaigns.

Of the five measures, three must be identically set for NHTSA's Highway Safety Plan and FHWA's Highway Safety Improvement Plan - Number of Fatalities, Fatality Rate per 100 Million VMT, Number of Serious Injuries. This was done through collaborative statistical

analysis by CDOT's HSO and Traffic and Safety Engineering Branch. The current proposed targets are as follows and will be finalized upon reporting to NHTSA in June and FHWA in August of 2019.

Colorado 2020 Safety Targets 5-year Averages 2016-2020

Fatalities - 618

Fatality Rate – 1.14

Serious Injuries – 3,271

Performance report

Progress towards meeting State performance targets from the previous fiscal year's HSP

Sort Order	Performance measure name	Progress
1	C-1) Number of traffic fatalities (FARS)	In Progress
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	In Progress
3	C-3) Fatalities/VMT (FARS, FHWA)	In Progress
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress
6	C-6) Number of speeding-related fatalities (FARS)	In Progress
7	C-7) Number of motorcyclist fatalities (FARS)	In Progress
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
10	C-10) Number of pedestrian fatalities (FARS)	In Progress
11	C-11) Number of bicyclists fatalities (FARS)	In Progress
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In Progress
13	C-12) Fatalities Involving a Distracted Driver	In Progress
13	C-13) Drivers 65 or Older Involved in Fatal Crashes	In Progress
13	C-14) Fatalities Involving a Driver or Motorcycle Operator Testing Positive with a Delta 9 THC level of 5ng+	In Progress

13	Percentage of Crash Reports Electronically Submitted to DOR	In Progress

Performance Measure: C-1) Number of traffic fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

In 2019, the Colorado performance target for this performance measure was 644 traffic fatalities. Colorado continued to see an increase in overall traffic fatalities in 2017 with traffic fatalities totaling 648. . In 2018, preliminary traffic fatalities totaled 630. While this constitutes a 3% decrease, the HSO continues to address traffic safety challenges by aggressively seeking new and innovative projects and programs, utilizing problem identification to direct enforcement efforts, engaging with partners and stakeholders of underrepresented populations and high visibility enforcement in multiple traffic challenges, including impaired driving, speed, distracted driving and unrestrained passenger vehicle occupants.

Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

Progress: **In Progress**

Program-Area-Level Report

In 2019, the Colorado performance target for this performance measure was 2,909. In 2018 there were 2,863 (preliminary) serious injury crashes with 3,348 serious injuries. Even though the HSO office aggressively seeks new and innovative projects and programs, utilizing problem identification to direct enforcement efforts, engaging with partners and stakeholders of unrepresented populations and high visibility enforcement in multiple traffic challenges, the numbers of serious injuries increased. However, total fatality numbers were down.

Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

Progress: **In Progress**

Program-Area-Level Report

In 2019, the Colorado performance target for this performance measure was 1.21. In 2018 the VMT was 1.16. The HSO continued to address traffic safety challenges by aggressively seeking new and innovative projects and programs, utilizing problem identification to direct enforcement efforts, engaging with partners and stakeholders of unrepresented populations and high visibility enforcement in multiple traffic challenges

Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Progress: **In Progress**

Program-Area-Level Report

In 2019, the Colorado performance target for this performance measure was 200. In 2018, there were 215 unrestrained passenger vehicle occupant fatalities. This increase is in part attributed to the lack of a primary seat belt law. The HSO continued to address this challenge by participating in the 2018 CIOT May Mobilization, 2 rural CIOT campaigns and supporting education about the importance of seatbelt usage for all passenger vehicle occupants.

Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Progress: **In Progress**

Program-Area-Level Report

In 2019, the Colorado performance target for this performance measure was 170. In 2018, preliminary data indicates there were 155 alcohol-impaired fatalities with a driver or motorcycle operator having a BAC of .08+. The HSO attributes the decrease in alcohol-impaired traffic fatalities to aggressive high-visibility enforcement campaigns based on problem identification, high level engagement from the Colorado Task Force on Drunk and Impaired Driving, and innovative public awareness campaigns.

Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

In 2019, the Colorado performance target for this performance measure was 230. In 2018, there were 208 speed related fatalities. The HSO attributed this decrease to targeted speed enforcement activities, including night time enforcement, and in areas identified through the problem identification process. The HSO solicited and encouraged new agencies, including urban and rural, to participate in speed enforcement initiatives. The HSO, utilizing the LEC/LELs and a data-driven approach, will continue to aggressively seek new law enforcement agencies, in areas of speed related fatalities and serious injury crashes, to participate in enhanced Speed enforcement utilizing HSO funding.

Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

In 2019, the Colorado performance target for this performance measure was 125. In 2018, there were 103 motorcyclist fatalities. The HSO attributed this decrease to high level involvement of the Motorcycle Operator Safety Advisory Board, aggressive public awareness campaigns directed to motorcyclists and motorists, and a decrease in unhelmeted motorcyclist fatalities.

Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

In 2019, the Colorado performance target for this performance measure was 82. In 2018, there 57 unhelmeted motorcyclist fatalities. The HSO attributed the decrease in unhelmeted motorcycle fatalities to high level engagement of the Motorcycle Advisory Board, aggressive public awareness campaigns directed to motorcyclists and motorists and state authorized basic motorcycle training which includes training on utilizing proper motorcycle gear to include helmets.

Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Progress: **In Progress**

Program-Area-Level Report

In 2019, the Colorado performance target for this performance measure was 75. In 2018, there were 79 drivers aged 20 or younger were involved in fatal crashes. The HSO attributed this increase in part to an increase in roadway congestion, population growth in this specific demographic.

Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

In 2019, the Colorado performance target for this performance measure was 90. In 2018, there were 89 pedestrian fatalities. The HSO continued to address all aspects of the pedestrian safety challenge through targeted high visibility enforcement of drivers and pedestrians that violate traffic safety laws, robust education of all roadway users, involvement in the pedestrian safety emphasis group of the Strategic Highway Safety Plan and involvement in Denver's Vision Zero Plan. The HSO, utilizing the LEC/LELs and a data-driven approach, will continue to aggressively seek new law enforcement agencies, in areas of pedestrian related fatalities and serious injury crashes, to participate in enhanced enforcement of pedestrian laws. In addition, the HSO will seek new partners across the State to engage in pedestrian related education.

Performance Measure: C-11) Number of bicyclists fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

In 2019, the Colorado performance target for this performance measure was 16. In 2018, there were 22 bicyclist fatalities. The HSO office attributed in part the lack of progress in this measure to roadway congestion, population growth and the traffic safety culture of Colorado roadway users. The HSO continued to address all aspects of the bicyclist safety challenge through education of all roadway users and involvement in Denver's Vision Zero Plan.

Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Progress: **In Progress**

Program-Area-Level Report

Performance Measure: C-12) Fatalities Involving a Distracted Driver

Progress: **In Progress**

Program-Area-Level Report

In 2019, the Colorado performance target for this performance measure was 70. In 2018, there were 54 fatalities involving a distracted driver. The HSO contributed to this decline through high visibility enforcement and educational campaigns.

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

Progress: **In Progress**

Program-Area-Level Report

In 2019, the Colorado performance target for this performance measure was 90. In 2018, there were 88 drivers 65 or older involved in fatal crashes. The HSO continues educational and outreach efforts among this driving population.

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

Progress: **In Progress**

Program-Area-Level Report

In 2019, the Colorado performance target for this performance measure was updated to 49. In 2018, there were 31 fatalities involving a driver or motorcycle operator testing positive with a Delta 9 THC level of 5ng+. The HSO attributed in part this decrease to high visibility enforcement of impaired drivers, increased law enforcement training in the detection of drugged

drivers, robust partnerships with cannabis industries, increased educational outreach efforts and high level involvement of the Colorado Task Force on Drunk and Impaired Driving.

Performance Measure: Percentage of Crash Reports Electronically Submitted to DOR

Progress: **In Progress**

Program-Area-Level Report

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

Performance Plan

Sort Order	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value
1	C-1) Number of traffic fatalities (FARS)	5 Year	2016	2020	618
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2016	2020	3271
3	C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2016	2020	1.14
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	Annual	2020	2020	208
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	Annual	2020	2020	155
6	C-6) Number of speeding-related fatalities (FARS)	Annual	2020	2020	208
7	C-7) Number of motorcyclist fatalities (FARS)	Annual	2020	2020	103
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	Annual	2020	2020	57
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	Annual	2020	2020	79
10	C-10) Number of pedestrian fatalities (FARS)	Annual	2020	2020	88
11	C-11) Number of bicyclists fatalities (FARS)	Annual	2020	2020	19
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2020	2020	86
13	C-12) Fatalities Involving a Distracted Driver	Annual	2020	2020	54
14	C-13) Drivers 65 or Older Involved in Fatal Crashes	Annual	2020	2020	88

15	C-14) Fatalities Involving a Driver or Motorcycle Operator Testing Positive for+> 5ng of Delta 9 THC	Annual	2020	2020	31
16	Percentage of Crash Reports Submitted Electronically to DOR	Annual	2020	2020	49.00

Performance Measure: C-1) Number of traffic fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-1) Number of traffic fatalities (FARS)-2020	Numeric	618	5 Year	2016

Performance Target Justification

In order for the HSO to direct funds to the highest and best use, the HSO relies on the results of the annual Problem Identification report and other data sources to answer the following key questions: Where are the State's most urgent behavioral traffic safety problems? Which drivers are most likely to be involved in a crash? Are there particular segments of the population that are over-represented as drivers in crashes? Where should the HSO direct crash prevention funds and for what types of activities? The Problem Identification report incorporates data from the Fatality Analysis Reporting System (FARS), annual observed seat belt use survey results, the Department of Revenue's Crash Record file and Vehicle Miles Traveled (VMT). Other data sources include behavioral risk surveys (Healthy Kids Colorado, Youth Risk Behavior Survey) and the *Colorado* Health Information Dataset. The HSO also utilizes the expertise of various State mandated task forces including the Colorado Task Force on Drunk and Impaired Driving, State Traffic Records Advisory Committee, the Motorcycle Operator Safety Advisory Board and the Emergency Medical Trauma Services Injury Prevention Group. To establish the target for this performance measure, the Colorado Department of Public Health and Environment and CDOT coordinated analysis of the crash data through various methods including Loess regression and a polynomial regression line to create best fit curves. These analyses assisted CDOT in establishing five year performance measure targets for the three common performance measures and one year targets for the remaining performance measures. As part of CDOT's bold new safety initiative, "Whole System, Whole Safety, which focuses on three safety pillars – Behavior – Organization - Built, CDOT has set an aggressive goal to reduce total vehicle crashes by 2%. While the HSO does not submit a total vehicle crashes performance target to NHTSA, the CDOT believes this new effort will contribute to overall traffic safety improvement

Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-2) Number of serious injuries in traffic crashes (State crash data files)-2020	Numeric	3271	5 Year	2016

Performance Target Justification

In order for the HSO to direct funds to the highest and best use, the HSO relies on the results of the annual Problem Identification report and other data sources to answer the following key questions: Where are the State's most urgent behavioral traffic safety problems? Which drivers are most likely to be involved in a crash? Are there particular segments of the population that are over-represented as drivers in crashes? Where should the HSO direct crash prevention funds and for what types of activities? The Problem Identification report incorporates data from the Fatality Analysis Reporting System (FARS), annual observed seat belt use survey results, the Department of Revenue's Crash Record file and Vehicle Miles Traveled (VMT). Other data sources include behavioral risk surveys (Healthy Kids Colorado, Youth Risk Behavior Survey) and the *Colorado* Health Information Dataset. The HSO also utilizes the expertise of various State mandated task forces including the Colorado Task Force on Drunk and Impaired Driving, State Traffic Records Advisory Committee, the Motorcycle Operator Safety Advisory Board and the Emergency Medical Trauma Services Injury Prevention Group. To establish the target for this performance measure, the Colorado Department of Public Health and Environment and CDOT coordinated analysis of the crash data through various methods including Loess regression and a polynomial regression line to create best fit curves. Other models were examined including straight line, exponential, linear, logarithmic, and power, but the polynomial and loess regressions appeared to be the best fit model for the existing crash data. These analyses assisted CDOT in establishing five year performance measure targets and future targets.

Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-3) Fatalities/VMT (FARS, FHWA)-2020	Numeric	1.14	5 Year	2016

Performance Target Justification

In order for the HSO to direct funds to the highest and best use, the HSO relies on the results of the annual Problem Identification report and other data sources to answer the following key questions: Where are the State's most urgent behavioral traffic safety problems? Which drivers are most likely to be involved in a crash? Are there particular segments of the population that are over-represented as drivers in crashes? Where should the HSO direct crash prevention funds and for what types of activities? The Problem Identification report incorporates data from the Fatality Analysis Reporting System (FARS), annual observed seat belt use survey results, the Department of Revenue's Crash Record file and Vehicle Miles Traveled (VMT). Other data sources include behavioral risk surveys (Healthy Kids Colorado, Youth Risk Behavior Survey) and the *Colorado* Health Information Dataset. The HSO also utilizes the expertise of various State mandated task forces including the Colorado Task Force on Drunk and Impaired Driving, State Traffic Records Advisory Committee, the Motorcycle Operator Safety Advisory Board and the Emergency Medical Trauma Services Injury Prevention Group. To establish the target for this performance measure, the Colorado Department of Public Health and Environment and CDOT coordinated analysis of the crash data through various methods including Loess regression and a polynomial regression line to create best fit curves. Other models were examined including straight line, exponential, linear, logarithmic, and power, but the polynomial and loess regressions appeared to be the best fit model for the existing crash data. These analyses assisted CDOT in establishing five year performance measure targets and future targets.

Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2020	Numeric	208	Annual	2020

Performance Target Justification

In order for the HSO to direct funds to the highest and best use, the HSO relies on the results of the annual Problem Identification report and other data sources to answer the following key questions: Where are the State's most urgent behavioral traffic safety problems? Which drivers are most likely to be involved in a crash? Are there particular segments of the population that are over-represented as drivers in crashes? Where should the HSO direct crash prevention funds and for what types of activities? The Problem Identification report incorporates data from the Fatality Analysis Reporting System (FARS), annual observed seat belt use survey results, the Department of Revenue's Crash Record file and Vehicle Miles

Traveled (VMT). Other data sources include behavioral risk surveys (Healthy Kids Colorado, Youth Risk Behavior Survey) and the *Colorado* Health Information Dataset. The HSO also utilizes the expertise of various State mandated task forces including the Colorado Task Force on Drunk and Impaired Driving, State Traffic Records Advisory Committee, the Motorcycle Operator Safety Advisory Board and the Emergency Medical Trauma Services Injury Prevention Group. To establish the target for this performance measure, the Colorado Department of Public Health and Environment and CDOT coordinated analysis of the crash data through various methods including Loess regression and a polynomial regression line to create best fit curves. Other models were examined including straight line, exponential, linear, logarithmic, and power, but the polynomial and loess regressions appeared to be the best fit model for the existing crash data. These analyses assisted CDOT in establishing one year performance measure targets and future targets.

Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2020	Numeric	155	Annual	2020

Performance Target Justification

In order for the HSO to direct funds to the highest and best use, the HSO relies on the results of the annual Problem Identification report and other data sources to answer the following key questions: Where are the State's most urgent behavioral traffic safety problems? Which drivers are most likely to be involved in a crash? Are there particular segments of the population that are over-represented as drivers in crashes? Where should the HSO direct crash prevention funds and for what types of activities? The Problem Identification report incorporates data from the Fatality Analysis Reporting System (FARS), annual observed seat belt use survey results, the Department of Revenue's Crash Record file and Vehicle Miles Traveled (VMT). Other data sources include behavioral risk surveys (Healthy Kids Colorado, Youth Risk Behavior Survey) and the *Colorado* Health Information Dataset. The HSO also utilizes the expertise of various State mandated task forces including the Colorado Task Force on Drunk and Impaired Driving, State Traffic Records Advisory Committee, the Motorcycle Operator Safety Advisory Board and the Emergency Medical Trauma Services Injury Prevention Group. To establish the target for this performance measure, the Colorado Department of Public Health and Environment and CDOT coordinated analysis of the crash data through various methods including Loess regression and a polynomial regression line to

create best fit curves. Other models were examined including straight line, exponential, linear, logarithmic, and power, but the polynomial and loess regressions appeared to be the best fit model for the existing crash data. These analyses assisted CDOT in establishing one year performance measure targets and future targets.

Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-6) Number of speeding-related fatalities (FARS)-2020	Numeric	208	Annual	2020

Performance Target Justification

In order for the HSO to direct funds to the highest and best use, the HSO relies on the results of the annual Problem Identification report and other data sources to answer the following key questions: Where are the State's most urgent behavioral traffic safety problems? Which drivers are most likely to be involved in a crash? Are there particular segments of the population that are over-represented as drivers in crashes? Where should the HSO direct crash prevention funds and for what types of activities? The Problem Identification report incorporates data from the Fatality Analysis Reporting System (FARS), annual observed seat belt use survey results, the Department of Revenue's Crash Record file and Vehicle Miles Traveled (VMT). Other data sources include behavioral risk surveys (Healthy Kids Colorado, Youth Risk Behavior Survey) and the *Colorado* Health Information Dataset. The HSO also utilizes the expertise of various State mandated task forces including the Colorado Task Force on Drunk and Impaired Driving, State Traffic Records Advisory Committee, the Motorcycle Operator Safety Advisory Board and the Emergency Medical Trauma Services Injury Prevention Group. To establish the target for this performance measure, the Colorado Department of Public Health and Environment and CDOT coordinated analysis of the crash data through various methods including Loess regression and a polynomial regression line to create best fit curves. Other models were examined including straight line, exponential, linear, logarithmic, and power, but the polynomial and loess regressions appeared to be the best fit model for the existing crash data. These analyses assisted CDOT in establishing one year performance measure targets and future targets.

Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year

C-7) Number of motorcyclist fatalities (FARS)-2020	Numeric	103	Annual	2020

Performance Target Justification

In order for the HSO to direct funds to the highest and best use, the HSO relies on the results of the annual Problem Identification report and other data sources to answer the following key questions: Where are the State's most urgent behavioral traffic safety problems? Which drivers are most likely to be involved in a crash? Are there particular segments of the population that are over-represented as drivers in crashes? Where should the HSO direct crash prevention funds and for what types of activities? The Problem Identification report incorporates data from the Fatality Analysis Reporting System (FARS), annual observed seat belt use survey results, the Department of Revenue's Crash Record file and Vehicle Miles Traveled (VMT). Other data sources include behavioral risk surveys (Healthy Kids Colorado, Youth Risk Behavior Survey) and the *Colorado* Health Information Dataset. The HSO also utilizes the expertise of various State mandated task forces including the Colorado Task Force on Drunk and Impaired Driving, State Traffic Records Advisory Committee, the Motorcycle Operator Safety Advisory Board and the Emergency Medical Trauma Services Injury Prevention Group. To establish the target for this performance measure, the Colorado Department of Public Health and Environment and CDOT coordinated analysis of the crash data through various methods including Loess regression and a polynomial regression line to create best fit curves. Other models were examined including straight line, exponential, linear, logarithmic, and power, but the polynomial and loess regressions appeared to be the best fit model for the existing crash data. These analyses assisted CDOT in establishing one year performance measure targets and future targets.

Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2020	Numeric	57	Annual	2020

Performance Target Justification

In order for the HSO to direct funds to the highest and best use, the HSO relies on the results of the annual Problem Identification report and other data sources to answer the following key questions: Where are the State's most urgent behavioral traffic safety problems? Which drivers are most likely to be involved in a crash? Are there particular segments of the population that are over-represented as drivers in crashes? Where should the HSO direct crash prevention funds and for what types of activities? The Problem Identification report

incorporates data from the Fatality Analysis Reporting System (FARS), annual observed seat belt use survey results, the Department of Revenue's Crash Record file and Vehicle Miles Traveled (VMT). Other data sources include behavioral risk surveys (Healthy Kids Colorado, Youth Risk Behavior Survey) and the *Colorado* Health Information Dataset. The HSO also utilizes the expertise of various State mandated task forces including the Colorado Task Force on Drunk and Impaired Driving, State Traffic Records Advisory Committee, the Motorcycle Operator Safety Advisory Board and the Emergency Medical Trauma Services Injury Prevention Group. To establish the target for this performance measure, the Colorado Department of Public Health and Environment and CDOT coordinated analysis of the crash data through various methods including Loess regression and a polynomial regression line to create best fit curves. Other models were examined including straight line, exponential, linear, logarithmic, and power, but the polynomial and loess regressions appeared to be the best fit model for the existing crash data. These analyses assisted CDOT in establishing one year performance measure targets and future targets.

Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2020	Numeric	79	Annual	2020

Performance Target Justification

In order for the HSO to direct funds to the highest and best use, the HSO relies on the results of the annual Problem Identification report and other data sources to answer the following key questions: Where are the State's most urgent behavioral traffic safety problems? Which drivers are most likely to be involved in a crash? Are there particular segments of the population that are over-represented as drivers in crashes? Where should the HSO direct crash prevention funds and for what types of activities? The Problem Identification report incorporates data from the Fatality Analysis Reporting System (FARS), annual observed seat belt use survey results, the Department of Revenue's Crash Record file and Vehicle Miles Traveled (VMT). Other data sources include behavioral risk surveys (Healthy Kids Colorado, Youth Risk Behavior Survey) and the *Colorado* Health Information Dataset. The HSO also utilizes the expertise of various State mandated task forces including the Colorado Task Force on Drunk and Impaired Driving, State Traffic Records Advisory Committee, the Motorcycle Operator Safety Advisory Board and the Emergency Medical Trauma Services Injury Prevention Group. To establish the target for this performance measure, the Colorado Department of Public Health and Environment and CDOT coordinated analysis of the crash data through various methods including Loess regression and a polynomial regression line to

create best fit curves. Other models were examined including straight line, exponential, linear, logarithmic, and power, but the polynomial and loess regressions appeared to be the best fit model for the existing crash data. These analyses assisted CDOT in establishing one year performance measure targets and future targets.

Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-10) Number of pedestrian fatalities (FARS)-2020	Numeric	88	Annual	2020

Performance Target Justification

In order for the HSO to direct funds to the highest and best use, the HSO relies on the results of the annual Problem Identification report and other data sources to answer the following key questions: Where are the State's most urgent behavioral traffic safety problems? Which drivers are most likely to be involved in a crash? Are there particular segments of the population that are over-represented as drivers in crashes? Where should the HSO direct crash prevention funds and for what types of activities? The Problem Identification report incorporates data from the Fatality Analysis Reporting System (FARS), annual observed seat belt use survey results, the Department of Revenue's Crash Record file and Vehicle Miles Traveled (VMT). Other data sources include behavioral risk surveys (Healthy Kids Colorado, Youth Risk Behavior Survey) and the *Colorado* Health Information Dataset. The HSO also utilizes the expertise of various State mandated task forces including the Colorado Task Force on Drunk and Impaired Driving, State Traffic Records Advisory Committee, the Motorcycle Operator Safety Advisory Board and the Emergency Medical Trauma Services Injury Prevention Group. To establish the target for this performance measure, the Colorado Department of Public Health and Environment and CDOT coordinated analysis of the crash data through various methods including Loess regression and a polynomial regression line to create best fit curves. Other models were examined including straight line, exponential, linear, logarithmic, and power, but the polynomial and loess regressions appeared to be the best fit model for the existing crash data. These analyses assisted CDOT in establishing one year performance measure targets and future targets.

Performance Measure: C-11) Number of bicyclists fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year

C-11) Number of bicyclists fatalities (FARS)-2020	Numeric	19	Annual	2020

Performance Target Justification

In order for the HSO to direct funds to the highest and best use, the HSO relies on the results of the annual Problem Identification report and other data sources to answer the following key questions: Where are the State's most urgent behavioral traffic safety problems? Which drivers are most likely to be involved in a crash? Are there particular segments of the population that are over-represented as drivers in crashes? Where should the HSO direct crash prevention funds and for what types of activities? The Problem Identification report incorporates data from the Fatality Analysis Reporting System (FARS), annual observed seat belt use survey results, the Department of Revenue's Crash Record file and Vehicle Miles Traveled (VMT). Other data sources include behavioral risk surveys (Healthy Kids Colorado, Youth Risk Behavior Survey) and the *Colorado* Health Information Dataset. The HSO also utilizes the expertise of various State mandated task forces including the Colorado Task Force on Drunk and Impaired Driving, State Traffic Records Advisory Committee, the Motorcycle Operator Safety Advisory Board and the Emergency Medical Trauma Services Injury Prevention Group. To establish the target for this performance measure, the Colorado Department of Public Health and Environment and CDOT coordinated analysis of the crash data through various methods including Loess regression and a polynomial regression line to create best fit curves. Other models were examined including straight line, exponential, linear, logarithmic, and power, but the polynomial and loess regressions appeared to be the best fit model for the existing crash data. These analyses assisted CDOT in establishing one year performance measure targets and future targets.

Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2020	Percentage	86	Annual	2020

Performance Target Justification

This performance target was set given the current environment. It should be noted that in secondary law states to achieve a higher seat belt usage rate requires considerable investment in media, and educational efforts must be significant in order to maintain current levels and to make

even small gains. Until Colorado achieves primary seat belt status the investment needed to gain a higher seatbelt usage rate is not justified.

Performance Measure: C-12) Fatalities Involving a Distracted Driver

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-12) Fatalities Involving a Distracted Driver-2020	Numeric	54	Annual	2020

Performance Target Justification

In order for the HSO to direct funds to the highest and best use, the HSO relies on the results of the annual Problem Identification report and other data sources to answer the following key questions: Where are the State's most urgent behavioral traffic safety problems? Which drivers are most likely to be involved in a crash? Are there particular segments of the population that are over-represented as drivers in crashes? Where should the HSO direct crash prevention funds and for what types of activities? The Problem Identification report incorporates data from the Fatality Analysis Reporting System (FARS), annual observed seat belt use survey results, the Department of Revenue's Crash Record file and Vehicle Miles Traveled (VMT). Other data sources include behavioral risk surveys (Healthy Kids Colorado, Youth Risk Behavior Survey) and the *Colorado* Health Information Dataset. The HSO also utilizes the expertise of various State mandated task forces including the Colorado Task Force on Drunk and Impaired Driving, State Traffic Records Advisory Committee, the Motorcycle Operator Safety Advisory Board and the Emergency Medical Trauma Services Injury Prevention Group. To establish the target for this performance measure, the Colorado Department of Public Health and Environment and CDOT coordinated analysis of the crash data through various methods including Loess regression and a polynomial regression line to create best fit curves. Other models were examined including straight line, exponential, linear, logarithmic, and power, but the polynomial and loess regressions appeared to be the best fit model for the existing crash data. These analyses assisted CDOT in establishing one year performance measure targets and future targets.

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

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-13) Drivers 65 or Older Involved in Fatal Crashes-2020	Numeric	88	Annual	2020

Performance Target Justification

In order for the HSO to direct funds to the highest and best use, the HSO relies on the results of the annual Problem Identification report and other data sources to answer the following key questions: Where are the State's most urgent behavioral traffic safety problems? Which drivers are most likely to be involved in a crash? Are there particular segments of the population that are over-represented as drivers in crashes? Where should the HSO direct crash prevention funds and for what types of activities? The Problem Identification report incorporates data from the Fatality Analysis Reporting System (FARS), annual observed seat belt use survey results, the Department of Revenue's Crash Record file and Vehicle Miles Traveled (VMT). Other data sources include behavioral risk surveys (Healthy Kids Colorado, Youth Risk Behavior Survey) and the *Colorado* Health Information Dataset. The HSO also utilizes the expertise of various State mandated task forces including the Colorado Task Force on Drunk and Impaired Driving, State Traffic Records Advisory Committee, the Motorcycle Operator Safety Advisory Board and the Emergency Medical Trauma Services Injury Prevention Group. To establish the target for this performance measure, the Colorado Department of Public Health and Environment and CDOT coordinated analysis of the crash data through various methods including Loess regression and a polynomial regression line to create best fit curves. Other models were examined including straight line, exponential, linear, logarithmic, and power, but the polynomial and loess regressions appeared to be the best fit model for the existing crash data. These analyses assisted CDOT in establishing one year performance measure targets and future targets.

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

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-14) Fatalities Involving a Driver or Motorcycle Operator Testing Positive with a Delta 9 THC level of 5ng+-2020	Numeric	31	Annual	2020

Performance Target Justification

In order for the HSO to direct funds to the highest and best use, the HSO relies on the results of the annual Problem Identification report and other data sources to answer the following key questions: Where are the State's most urgent behavioral traffic safety problems? Which drivers are most likely to be involved in a crash? Are there particular segments of the population that are over-represented as drivers in crashes? Where should the HSO direct crash prevention funds and for what types of activities? The Problem Identification report

incorporates data from the Fatality Analysis Reporting System (FARS), annual observed seat belt use survey results, the Department of Revenue's Crash Record file and Vehicle Miles Traveled (VMT). Other data sources include behavioral risk surveys (Healthy Kids Colorado, Youth Risk Behavior Survey) and the *Colorado* Health Information Dataset. The HSO also utilizes the expertise of various State mandated task forces including the Colorado Task Force on Drunk and Impaired Driving, State Traffic Records Advisory Committee, the Motorcycle Operator Safety Advisory Board and the Emergency Medical Trauma Services Injury Prevention Group. To establish the target for this performance measure, the Colorado Department of Public Health and Environment and CDOT coordinated analysis of the crash data through various methods including Loess regression and a polynomial regression line to create best fit curves. Other models were examined including straight line, exponential, linear, logarithmic, and power, but the polynomial and loess regressions appeared to be the best fit model for the existing crash data. These analyses assisted CDOT in establishing one year performance measure targets and future targets.

Performance Measure: Percentage of Crash Reports Submitted Electronically to DOR

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Percentage of Crash Reports Electronically Submitted to DOR-2020	Percentage	49.00	Annual	2020

Primary performance attribute: **Timeliness**

Core traffic records data system to be impacted: **Crash**

Performance Target Justification

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

Certification: State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.

I certify: **Yes**

A-1) Number of seat belt citations issued during grant-funded enforcement activities*

Seat belt citations: **8119**

Fiscal Year A-1: **2018**

A-2) Number of impaired driving arrests made during grant-funded enforcement activities*

Impaired driving arrests: **7379**

Fiscal Year A-2: **2018**

A-3) Number of speeding citations issued during grant-funded enforcement activities*

Speeding citations: **3046**

Fiscal Year A-3: **2018**

Program areas

Program Area: Communications (Media)

Description of Highway Safety Problems

Motor vehicle crashes are among the leading causes of death across the nation and in Colorado. Motor vehicle fatalities were on the decline and reached a low of 447 deaths in 2011. Since 2011 Colorado's fatalities from motor vehicle crashes have continually increased, reaching a high of 648 fatalities in 2017 before dropping to 630 fatalities in 2018.

In 2017 there were:

- 118,842 motor vehicle crashes, a three percent increase from 2015.
- 600 fatal crashes; an 18 percent increase from 2015.
- 648 people were fatally injured; an 18 percent increase from 2015.
- 230 speed-related fatalities; comprising 35 percent of all fatalities.
- 2,884 had injuries that were classified as serious (incapacitating), a 10 percent decrease from 2015.

In 2017 the top contributing human factor in fatal and injury crashes was distracted driving (37%).

In 2017 there were:

1. 222 Unrestrained fatalities (54 percent of all passenger vehicle occupant fatalities)
2. 177 Alcohol-impaired driver fatalities (27 percent of all fatalities)
3. 211 Speed related fatalities (35 percent of all fatalities)
1. 93 drug-impaired fatalities (14 percent of all fatalities)
2. 72 unhelmeted motorcycle fatalities
3. 93 drivers under the age of 21 involved in a fatal motor vehicle crash
4. 92 pedestrian fatalities (13 percent of all fatalities)
5. 125 drivers aged 65 years or older involved in a fatal crash

The HSO incorporates data from the Fatality Analysis Reporting System (FARS), annual observed seat belt use survey results, the Department of Revenue's Crash Record file and Vehicle Miles Traveled (VMT), in order to fund public relations campaigns that address the most serious behavioral traffic safety challenges.

Communications and outreach campaigns for the general public are designed to educate, inform and provide resources to the public regarding the behavioral traffic safety challenges on Colorado's roadways and efforts to address them. These campaigns also provide information regarding numerous high visibility enforcement campaigns. These strategies are part of a comprehensive, overall traffic safety program and are designed to reduce fatalities and serious injuries on Colorado roadways. Communication and outreach campaigns are evidence-based activity countermeasures as identified in NHTSA's *Countermeasures That Work*.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value

2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	618
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	3271
2020	C-3) Fatalities/VMT (FARS, FHWA)	2020	5 Year	1.14
2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	Annual	208
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	Annual	155
2020	C-7) Number of motorcyclist fatalities (FARS)	2020	Annual	103
2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2020	Annual	57
2020	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	2020	Annual	79
2020	C-10) Number of pedestrian fatalities (FARS)	2020	Annual	88
2020	C-12) Fatalities Involving a Distracted Driver	2020	Annual	54

Countermeasure Strategies in Program Area

Countermeasure Strategy
Communication Campaign

Countermeasure Strategy: Communication Campaign

Program Area: **Communications (Media)**

Project Safety Impacts

Communications and outreach campaigns for the general public are designed to educate, inform and provide resources to the public regarding the behavioral traffic safety challenges on Colorado's roadways and efforts to address them. These campaigns also provide information regarding numerous high visibility enforcement campaigns. These strategies are part of a comprehensive, overall traffic safety program and are designed to reduce fatalities and serious injuries on Colorado roadways. Communication and outreach campaigns are evidence-based activity countermeasures as identified in NHTSA's *Countermeasures That Work*.

Linkage Between Program Area

As Colorado fatalities continue to rise, a robust communication strategy is critical to create greater awareness among the traveling public. Communications campaigns are developed based

on problem identification to address specific behavioral traffic safety challenges. Funding for this and all other strategies are distributed based on problem I.D.

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 couple with agency capacity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
FY20 Public Relations	Communications and Outreach

Planned Activity: Communications and Outreach

Planned activity number: **FY20 Public Relations**

Primary Countermeasure Strategy ID:

Planned Activity Description

CDOT's Office of Communications (OC) supports the Office of Transportation Safety (OTS), its grantees and partners with specialized assistance related to projects addressing occupant protection and impaired driving education and outreach. The OC conducts the high-visibility aspect of enforcement campaigns aimed at reducing fatalities, including the *Click It or Ticket* seat belt campaign and *The Heat Is On* impaired driving campaign. Other major communications initiatives are teen driving, child passenger safety, motorcycle safety, distracted driving, and pedestrian safety. The projects included in the Communications section of the ISP were chosen based on problem identification and requests from the Office of Transportation Safety.

Activities by the OC to address occupant protection, impaired driving and other traffic safety issues include:

6. Development and implementation of ongoing media and public relations campaigns for high-visibility enforcement, including DUI/drugged driving and seat belt enforcement.
7. Development and implementation of safety education campaigns for motorcycle safety (including motorist awareness of motorcyclists and information/education on rider safety), teen driving, child passenger safety, pedestrian safety, and distracted driving.
8. Development and distribution of news releases.
9. Development of relationships with statewide media to encourage coverage of safety issues.
10. Development and implementation of a comprehensive social media strategy through Facebook, Snapchat, Twitter and YouTube.
11. Execution of newsworthy special events and press conferences.
1. Development of materials for Hispanic audience and Spanish language media.

2. Execution mass media messages and campaigns which are culturally relevant for minority audiences.
3. Development and production of collateral materials, including brochures, fact sheets, posters, flyers, print ads, radio spots and videos.
4. Fostering of positive relationships with media, grantees, task forces, coalitions and internal and external partners to expand safety education.
5. Development and maintenance of campaign websites.
1. Placement of paid media buys to reach campaign target audiences.
2. Evaluation of campaign elements, including developing a methodology for evaluating increases in public awareness.

Intended Subrecipients

Office of Communications Media and PR Vendors

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign
Communication Campaign
Distracted Driving HVE/Education

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Mid Paid/Earned Media (FAST)	$800,000.00	$200,000.00	
2020	FAST Act 405f Motorcycle Programs	405f Paid Advertising (FAST)	$75,000.00	$19,000.00	
2020	FAST Act NHTSA 402	Paid Advertising (FAST)	$1,450,000.00	$365,000.00	$600,000.00

Program Area: Distracted Driving

Description of Highway Safety Problems

In 2017:

3. There were 648 traffic fatalities in Colorado, of those 648 traffic fatalities, 70, or 10% were distracted driving related;
4. Adams County had 64 traffic fatalities, of those 29, or 45% were distracted driving related;
5. Arapahoe County had 45 traffic fatalities, of those 20, or 44% were distracted driving related;
6. The City of Aurora, which is the most populous city in Adams and Arapahoe counties, had 5,174 crashes. Of those crashes, 667 or 13% of those crashes were distracted driving related;
7. Denver County had 49 traffic fatalities, of which 17, or 35% were distracted driving related;
8. El Paso County had 77 traffic fatalities, of which 34, or 44% were distracted driving related;
9. The City of Pueblo had 34 traffic fatalities in of which 13, or 37% were distracted driving related;
10. Eagle County had 1,113 traffic crashes, of which 245, or 22% were distracted driving related;
11. Weld County had 66 traffic fatalities. 31% of all injuries and crashes in Weld County had distracted driving as a causal factor. The City of Greeley, which is the most populous city is in Weld County.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	618
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	3271
2020	C-3) Fatalities/VMT (FARS, FHWA)	2020	5 Year	1.14

2020	C-12) Fatalities Involving a Distracted Driver	2020	Annual	54

Countermeasure Strategies in Program Area

Countermeasure Strategy
Distracted Driving HVE/Education

Countermeasure Strategy: Distracted Driving HVE/Education

Program Area: **Distracted Driving**

Project Safety Impacts

Distracted driving targeted enforcement and education directed to distracted drivers are designed to deploy law enforcement and other educational resources in areas identified through problem identification as having high incidents of fatalities and serious injuries involving distracted driving. These education and enforcement events are designed to deter behavioral traffic violations committed by distracted drivers. Colorado's fatalities involving a distracted driver are 10% of the total fatality number. This strategy is part of a comprehensive, evidence-based effort to reduce the prevalence of fatalities and injury crashes involving a distracted driver. It is an evidence-based activity countermeasure as identified in NHTSA's *Countermeasures That Work*.

Linkage Between Program Area

Fatalities involving a distracted driver represent a significant portion of Colorado's total traffic fatalities. Targeted enforcement and education is vital to mitigating instances of distracter driver related serious injury and fatal crashes. Funding for this and all other strategies are distributed based on problem I.D.

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 couple with agency capacity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
FY20 Distracted Driving	Distracted Driving HVE/Education
FY20 Public Relations	Communications and Outreach

Planned Activity: Distracted Driving HVE/Education

Planned activity number: **FY20 Distracted Driving**

Primary Countermeasure Strategy ID:

Planned Activity Description

In 2020, the Distracted Driving HVE/Education planned activities include:

The Aurora PD will focus on the motoring public that commutes daily through the City of Aurora. Traffic officers assigned to the Traffic Section of APD will be the primary officers working on the project. The Traffic officers will conduct High Visibility cellphone/text messaging enforcement, enforce the model traffic code violations where distraction is a causation and educate the motoring public.

The Colorado State Patrol (CSP) will provide overtime pay for troopers to participate in high visibility enforcement waves to identify and deter distracted driving on Colorado roadways. CSP will continue to provide education and training to the motoring public by conducting High Visibility enforcements. CSP will continue to utilize the driving simulators in community and school presentations with an additional focus on classroom based presentations. CSP will focus on Distracted Driving Education and High Visibility Enforcement.

Denver PD will focus on the hot spots with higher rates of distracted driving. These will be identified through data from Denver PD. At least one high visibility cell phone/text messaging enforcement will be conducted per month. The spotter method enables DPD to document more specifically when drivers are committing traffic violations because of cellphone use and to keep and analyze this data for further evaluation and operations. For the spotter method, DPD Enforcement Operations will consist of one observing officer to identify the distracted behavior violation, who will relay the vehicle information to a "chase" officer.

Drive Smart Colorado will continue to focus on a culturally relevant distracted driving outreach campaign targeting distracted driving in the 18-24 age group, in areas where high concentrations of this age group are known to be in El Paso and Pueblo Counties, including military installations and college/university campuses.

The Eagle River Youth Coalition, with local partners, will continue to focus on reducing distracted driving on these roadways with strategies focused on drivers aged 16-35, parents, and seasonal travelers on our major roadways, complimenting other safe driving efforts. Greeley PD (GPD) will continue the use the Data Driven Approaches for Crime and Traffic Safety (DDACTS). The DDACTs has been used by the GPD for four years. GPD officers will be deployed to specific zones, known for increased motor vehicle crashes and fatalities. Officers will be primarily focused on school zones to enforce Graduated Driving Licenses (GDL) requirements and cell phone laws with young drivers

Intended Subrecipients

Aurora Police Department

Colorado State Patrol

Denver Police Department

Greeley Police Department

Drive Smart Colorado

Eagle River Youth Coalition

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Distracted Driving HVE/Education

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	NHTSA 402	Distracted Driving	$450,000.00	$112,500.00	$180,000.00

Planned Activity: Communications and Outreach

Planned activity number: **FY20 Public Relations**

Primary Countermeasure Strategy ID:

Planned Activity Description

CDOT's Office of Communications (OC) supports the Office of Transportation Safety (OTS), its grantees and partners with specialized assistance related to projects addressing occupant protection and impaired driving education and outreach. The OC conducts the high-visibility aspect of enforcement campaigns aimed at reducing fatalities, including the *Click It or Ticket* seat belt campaign and *The Heat Is On* impaired driving campaign. Other major communications initiatives are teen driving, child passenger safety, motorcycle safety, distracted driving, and pedestrian safety. The projects included in the Communications section of the ISP were chosen based on problem identification and requests from the Office of Transportation Safety.

Activities by the OC to address occupant protection, impaired driving and other traffic safety issues include:

12. Development and implementation of ongoing media and public relations campaigns for high-visibility enforcement, including DUI/drugged driving and seat belt enforcement.

13. Development and implementation of safety education campaigns for motorcycle safety (including motorist awareness of motorcyclists and information/education on rider safety), teen driving, child passenger safety, pedestrian safety, and distracted driving.
14. Development and distribution of news releases.
15. Development of relationships with statewide media to encourage coverage of safety issues.
16. Development and implementation of a comprehensive social media strategy through Facebook, Snapchat, Twitter and YouTube.
17. Execution of newsworthy special events and press conferences.
18. Development of materials for Hispanic audience and Spanish language media.
19. Execution mass media messages and campaigns which are culturally relevant for minority audiences.
20. Development and production of collateral materials, including brochures, fact sheets, posters, flyers, print ads, radio spots and videos.
21. Fostering of positive relationships with media, grantees, task forces, coalitions and internal and external partners to expand safety education.
22. Development and maintenance of campaign websites.
23. Placement of paid media buys to reach campaign target audiences.
24. Evaluation of campaign elements, including developing a methodology for evaluating increases in public awareness.

Intended Subrecipients

Office of Communications Media and PR Vendors

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign
Communication Campaign
Distracted Driving HVE/Education

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Mid Paid/Earned Media (FAST)	$800,000.00	$200,000.00	

2020	FAST Act 405f Motorcycle Programs	405f Paid Advertising (FAST)	$75,000.00	$19,000.00	
2020	FAST Act NHTSA 402	Paid Advertising (FAST)	$1,450,000.00	$365,000.00	$600,000.00

Program Area: Impaired Driving (Drug and Alcohol)

Description of Highway Safety Problems

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	618
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	3271
2020	C-3) Fatalities/VMT (FARS, FHWA)	2020	5 Year	1.14
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	Annual	155
2020	C-14) Fatalities Involving a Driver or Motorcycle Operator Testing Positive for+> 5ng of Delta 9 THC	2020	Annual	31

Countermeasure Strategies in Program Area

Countermeasure Strategy
Impaired Driving HVE
Training and Judicial Support

Countermeasure Strategy: Impaired Driving HVE

Program Area: **Impaired Driving (Drug and Alcohol)**

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 impaired driving. These events are designed to deter impaired driving by increasing the perceived risk of arrest on Colorado roadways. HVE events are highly publicized prior, during and after the event. Colorado's impaired driving related fatalities (alcohol and marijuana) are consistently 30% and above of the total fatality number. This strategy is part of a comprehensive, evidence-based effort to reduce the prevalence of impaired driving related injuries and fatalities. It is an evidence-based activity countermeasure as identified in NHTSA's *Countermeasures That Work*.

Linkage Between Program Area

Impaired driver 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 impaired driving laws. Funding for this and all other strategies are distributed based on problem I.D.

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 couple with agency capacity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
FY20 Impaired Driving HVE	Impaired Driving HVE

Planned Activity: Impaired Driving HVE

Planned activity number: **FY20 Impaired Driving HVE**

Primary Countermeasure Strategy ID:

Planned Activity Description

In 2020, the Impaired Driving High Visibility Enforcement (HVE) includes the participation of multiple Colorado law enforcement agencies, both State and local, in 17 HVE campaigns that are conducted through the Highway Safety Office (HSO). The HVE includes media campaigns prior, during and after the enforcement events to inform the public regarding the upcoming enforcement activities as well as inform them of the outcomes.

The enforcement activities are designed by the participating agencies using problem identification, approved by the HSO, and include strategies such as, saturation patrols, increased patrols, multi-jurisdictional task for activities and checkpoints.

Other activities include support for the Colorado Task Force on Drunk and Impaired Driving, Larimer County Traffic Safety Task Force, PBT and Calibration Stations and other specialized HVE events including Border Wars.

Intended Subrecipients

Adams County Sheriff's Office

Aurora Police Department

Colorado Springs Police Department

Colorado State Patrol

Denver Police Department

Jefferson County Sheriff's Office

Loveland Police Department, Larimer County S.O. and Windsor Police Department

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Impaired Driving HVE

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	164 Transfer Funds-AL	164 Alcohol	$46,887.00		$0.00
2019	164 Transfer Funds-AL	164 Alcohol	$433,113.00		$0.00
2020	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	$770,000.00	$193,000.00	

Countermeasure Strategy: Training and Judicial Support

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

Training and Judicial Support are critical to Colorado's changing and complex impaired driving environment. These strategies are designed to train and support Colorado law enforcement, prosecutors, the Colorado Judicial System and specialty courts. 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

Impaired driving related fatalities represent a significant portion of Colorado's total traffic fatalities. Training and Judicial Support are vital to roadway safety by providing tools and

resources to law enforcement and the judicial system to impact impaired driving in Colorado. Funding for this and all other strategies are distributed based on problem I.D.

Rationale

The rationale for selecting these countermeasure strategies is that they are evidence-based countermeasures as identified in NHTSA's *Countermeasures That Work.* Funding allocations for each planned activity are based on a robust problem identification couple with agency capacity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
FY20 LE and Judicial	LE/Judicial Training/Educ

Planned Activity: LE/Judicial Training/Educ

Planned activity number: **FY20 LE and Judicial**

Primary Countermeasure Strategy ID:

Planned Activity Description

Training and Judicial Support

Training and Judicial Support are critical to Colorado's changing and complex impaired driving environment. These strategies are designed to train and support Colorado law enforcement, prosecutors, the Colorado Judicial System and specialty courts. 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.*

In 2020, the planned LE/Judicial Training/Education activities include;

25. the LEAD Impairment Training will provide DRE/SFST practitioner and instructor training and updates to law enforcement officers in basic and advanced impaired driving programs.
26. the development and implementation of DUI Courts to provide intensive treatment, monitoring and supervision of high risk impaired-driving offenders.
27. the Traffic Safety Resource Prosecutor (TSRP) which provides training and technical assistance to prosecutors and law enforcement to increase skill and knowledge of impaired driving including SFST, DRE and courtroom testimony/prosecution. In 2020, a Traffic Safety Resource Investigator (TSRI) will provide training related to impaired driving and assist prosecutors and law enforcement with case review and technical assistance involving impaired driving and traffic collision investigations.
28. Gunnison County Substance Abuse is building public support for social hosting ordinances, increasing support for enforcement of ordinances, and educating the community about the ordinances.

29. the ID Tech Transfer which provides registration and travel costs to attend conferences and events related to impaired driver training and that will be shared with law enforcement and traffic safety partners throughout the State.
30. the Law Enforcement Coordinators (LEC's) who coordinate all statewide training and local activities for law enforcement agencies. The LEC's will serve as a link to promote the HSO's programs including; Impaired Driving, Occupant Protection, Speed, Distracted Driving, Pedestrian Safety and Motorcycle Awareness.
31. the Drug Recognition Expert (DRE) Training/School which will continue to expand the program, enhance the current training program and increase the number of DRE's within the State. Two One Year Later Conferences will be held to provide the necessary follow up training to DREs trained in FY19.
32. Mothers Against Drunk Driving (MADD) Court Monitoring which involves implementation of a court monitoring program in the Second (Denver) and the Forth (El Paso and Teller) judicial districts focusing on Prosecutors and Judges.
33. Eagle River Valley Impaired Driving Prevention Pilot Project will employ strategies to increase public support for enhanced local underage compliance checks for both on- and off-premises sales environments or other enforcement efforts that prohibit alcohol sales to minors; and increase public support for social host ordinances.
34. Chaffee County Youth Substance Abuse Prevention Pilot Project build upon public support for enforcement of social host laws; increasing communication on local youth substance use data; and increasing communication with local government bodies.

Intended Subrecipients

Recipients

35. LEAD Impairment Training
36. Colorado Judicial Department
37. Colorado District Attorney's Council
38. Gunnison County
39. Colorado Department of Transportation, Highway Safety Office and Traffic Safety Partners
40. Law Enforcement Liaisons

1. Statewide Traffic Safety DRE Partners
2. MADD
3. Eagle River Youth Coalition
4. Chaffee County Human Services

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Training and Judicial Support

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	402 - Traffic Safety		$600,000.00	$150,000.00	$240,000.00
2019	FAST Act 405d Impaired Driving Low	405d Low Drug and Alcohol Training	$400,000.00	$100,000.00	
2020	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$255,000.00	$64,000.00	

Program Area: Motorcycle Safety

Description of Highway Safety Problems

In 2017, there were 648 traffic fatalities. There were 103 motorcyclist fatalities and of those fatalities 72 were unhelmeted. Motorcyclist fatalities represent 16% of Colorado's total traffic fatalities. Motorcyclist fatalities decreased from 125 in 2016 to 103 in 2017, an 18% reduction. In 2017, the Counties representing the highest motorcyclist fatalities included; Denver (13) Adams (13), Larimer (10), Weld (9), Jefferson (9). These Counties represent 52% of all Colorado motorcyclist fatalities.

Colorado has a legislative mandated Motorcycle Operator Safety Advisory Board (MOSAB) which includes a Highway Safety Office (HSO) member. The member holds an executive leadership position and through this involvement provides input and direction on motorcycle safety training, awareness, media and funding. A member from the HSO management team represents Colorado motorcycle safety interests on the State Motorcycle Safety Administrators organization. The HSO utilizes funding to support media campaigns designed to increase motorists awareness of motorcycles on Colorado roadways. The campaigns are developed through problem identification and disseminated to the public during peak motorcycle riding activity.

Associated Performance Measures

Countermeasure Strategies in Program Area

Countermeasure Strategy
Communication Campaign

Countermeasure Strategy: Communication Campaign

Program Area: **Motorcycle Safety**

Project Safety Impacts

Communications and outreach campaigns for the general pubic are designed to educate, inform and provide resources to the public regarding the behavioral traffic safety challenges, related to motorcycle safety, on Colorado's roadways and efforts to address them. These campaigns also provide information regarding numerous high visibility enforcement campaigns. These strategies are part of a comprehensive, overall traffic safety program and are designed to reduce fatalities and serious injuries on Colorado roadways. Communication and outreach campaigns are evidence-based activity countermeasures as identified in NHTSA's *Countermeasures That Work*.

Linkage Between Program Area

As Colorado motorcycle fatalities continue to be a concern, a robust communication strategy is critical to create greater awareness among the traveling public. Communications campaigns are developed based on problem identification to address specific behavioral traffic safety challenges. Funding for this and all other strategies are distributed based on problem I.D.

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 couple with agency capacity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
FY20 Public Relations	Communications and Outreach

Planned Activity: Communications and Outreach

Planned activity number: **FY20 Public Relations**

Primary Countermeasure Strategy ID:

Planned Activity Description

CDOT's Office of Communications (OC) supports the Office of Transportation Safety (OTS), its grantees and partners with specialized assistance related to projects addressing occupant protection and impaired driving education and outreach. The OC conducts the high-visibility aspect of enforcement campaigns aimed at reducing fatalities, including the *Click It or Ticket* seat belt campaign and *The Heat Is On* impaired driving campaign. Other major communications initiatives are teen driving, child passenger safety, motorcycle safety, distracted driving, and pedestrian safety. The projects included in the Communications section of the ISP were chosen based on problem identification and requests from the Office of Transportation Safety.

Activities by the OC to address occupant protection, impaired driving and other traffic safety issues include:

5. Development and implementation of ongoing media and public relations campaigns for high-visibility enforcement, including DUI/drugged driving and seat belt enforcement.
6. Development and implementation of safety education campaigns for motorcycle safety (including motorist awareness of motorcyclists and information/education on rider safety), teen driving, child passenger safety, pedestrian safety, and distracted driving.
7. Development and distribution of news releases.
8. Development of relationships with statewide media to encourage coverage of safety issues.
9. Development and implementation of a comprehensive social media strategy through Facebook, Snapchat, Twitter and YouTube.
10. Execution of newsworthy special events and press conferences.
11. Development of materials for Hispanic audience and Spanish language media.
12. Execution mass media messages and campaigns which are culturally relevant for minority audiences.
13. Development and production of collateral materials, including brochures, fact sheets, posters, flyers, print ads, radio spots and videos.
14. Fostering of positive relationships with media, grantees, task forces, coalitions and internal and external partners to expand safety education.
15. Development and maintenance of campaign websites.
16. Placement of paid media buys to reach campaign target audiences.
17. Evaluation of campaign elements, including developing a methodology for evaluating increases in public awareness.

Intended Subrecipients

Office of Communications Media and PR Vendors

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign
Communication Campaign
Distracted Driving HVE/Education

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Mid Paid/Earned Media (FAST)	$800,000.00	$200,000.00	
2020	FAST Act 405f Motorcycle Programs	405f Paid Advertising (FAST)	$75,000.00	$19,000.00	
2020	FAST Act NHTSA 402	Paid Advertising (FAST)	$1,450,000.00	$365,000.00	$600,000.00

Program Area: Non-motorized (Pedestrians)

Description of Highway Safety Problems

In 2017, there were 648 traffic fatalities, of which 92 or 14% were pedestrians.

The City of Aurora had 5,174 crashes, 134 or 3% involved a pedestrian. There were 22 fatalities of which 6, or 27%, were pedestrian related.

The City and County of Denver had 22,129 traffic crashes. Of the 49 traffic fatalities, 13, or 26% involved pedestrians

El Paso County, had 77 traffic fatalities of which 14, or 18% involved pedestrians.

Colorado Springs, the second largest city in Colorado and largest population center in El Paso County, had 48 traffic fatalities. Of those, 13, or 27% involved pedestrians.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	618
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	3271
2020	C-3) Fatalities/VMT (FARS, FHWA)	2020	5 Year	1.14
2020	C-10) Number of pedestrian fatalities (FARS)	2020	Annual	88

Countermeasure Strategies in Program Area

Countermeasure Strategy
Pedestrian Enforcement and Education

Countermeasure Strategy: Pedestrian Enforcement and Education

Program Area: **Non-motorized (Pedestrians)**

Project Safety Impacts

Targeted enforcement and education is directed at drivers and pedestrians who are high risk for violations of pedestrian laws. Deploying law enforcement and other educational resources in areas, identified through problem identification, as having high incidents of fatalities and serious injuries involving pedestrians, is an effective strategy. These education and enforcement events are designed to deter behavioral traffic violations committed by drivers or pedestrians. Colorado's fatalities involving pedestrians are 14% of the total fatality number. This strategy is

part of a comprehensive, evidence-based effort to reduce the prevalence of fatalities and injury crashes involving pedestrians. It is an evidence-based activity countermeasure as identified in NHTSA's *Countermeasures That Work*.

Linkage Between Program Area

Fatalities involving a pedestrian represent a significant portion of Colorado's total traffic fatalities. Targeted enforcement and education is vital to protecting Colorado's most vulnerable roadway user. Funding for this and all other strategies are distributed based on problem I.D.

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 couple with agency capacity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
FY20 Ped HVE/Education	Enforcement and Education

Planned Activity: Enforcement and Education

Planned activity number: **FY20 Ped HVE/Education**

Primary Countermeasure Strategy ID:

Planned Activity Description

In 2020, the Distracted Driving HVE/Education planned activities include:

18. The Aurora Police Department (APD) will conduct High Visibility Targeted Enforcement, coupled with education focused on pedestrian safety. Officers will issue citations and warnings, and contact pedestrians, motorists and bicyclists to educate them about pedestrian violations.

19. Denver PD will address the number of auto-pedestrian fatalities through increased enforcement, which will result in an increase in contacts, advisement warnings and citations. During this project, the officers will report on the number of contacts made, total hours worked, scale of operation, number of uniformed officers versus plainly clothed officers, time of day and day of week.

20. Drive Smart Colorado (DSC) will collaborate with the City of Colorado Springs Homeless Prevention and Response Coordinator to provide pedestrian safety education outreach to five of the city's homeless shelters/day centers. DSC will team up with Greccio Housing, a low/no-income community housing development organization, to provide pedestrian safety education outreach to their residents. DSC will continue to focus on Pedestrian Safety Zones.

Intended Subrecipients

Aurora Police Department

Denver Police Department

Drive Smart Colorado

In addition, the HSO, utilizing the LEC/LELs and a data-driven approach, will continue to aggressively seek new law enforcement agencies, in areas of higher than average pedestrian related fatalities and serious injury crashes, to participate in enhanced enforcement of pedestrian laws.

The HSO will continue to educate partners and stakeholders across the State, in areas of higher than average pedestrian fatalities and serious injuries, on safe pedestrian and driver behavior and seek additional partners across the State to engage in pedestrian related education.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Pedestrian Enforcement and Education

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	405h - Non-Motorized Traffic Safety	Pedestrian Safety (FAST)	$250,000.00	$62,500.00	

Program Area: Occupant Protection (Adult)

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 2017 was 83.8% and preliminary 2017 unrestrained passenger motor vehicle fatalities averaged 51% and the Statewide seat belt usage rate is below the national average of 90%.

Based on the 2019 CDOT Problem Identification and the 2018 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, Arapahoe, Jefferson and El Paso counties; rural areas with high unrestrained fatalities and where seat belt usage rates are lower than the Statewide rate and numerous state-wide efforts.

In 2017, the State of Colorado experienced 648 motor vehicle fatalities. Of the 648, 222 or 34% of the fatalities involved an unrestrained occupant. The 222 unrestrained fatalities represent 54% of the 410 passenger vehicle occupant fatalities.

The HSO will address occupant protection related crashes and fatalities through, high visibility enforcement, on targeted roadways identified in the 2019 Colorado Department of Transportation Problem Identification Report.

The City of Aurora is comprised of Adams and Arapahoe Counties. In 2017, Adams County had 24 fatal crashes of which there were 18, or 75% unrestrained occupants. That is double the unrestrained fatalities over the prior five years. Arapahoe County had 42 fatal crashes of which there were 12, or 29% unrestrained occupants. Over the past 5 years, Arapahoe County has had a 200% increase in unrestrained fatalities.

The State of Colorado has a secondary seatbelt law under which Colorado State Patrol Troopers issue citations for drivers or passengers not wearing a seatbelt. Of the 278 crash fatalities where seatbelt use was available, 155 or 56 % of these individuals were unrestrained at the time of the crash.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	618
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	3271
2020	C-3) Fatalities/VMT (FARS, FHWA)	2020	5 Year	1.14
2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	Annual	208

Countermeasure Strategies in Program Area

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

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

Program Area: **Occupant Protection (Adult)**

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 consistently 50% and above 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 problem I.D.

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 couple with agency capacity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
FY20 OP HVE	Occupant Protection HVE

Planned Activity: Occupant Protection HVE

Planned activity number: **FY20 OP HVE**

Primary Countermeasure Strategy ID:

Planned Activity Description

Occupant Protection Plan

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 2018 was 86.3% and preliminary 2018 unrestrained passenger motor vehicle fatalities averaged 54%. The Statewide seat belt usage rate is also below the national average of 90%.

Based on the 2019 CDOT Problem Identification and the 2018 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, Arapahoe, Jefferson and El Paso counties; rural areas with high unrestrained fatalities and where seat belt usage rates are lower than the Statewide rate and numerous state-wide efforts.

2020 Efforts and activities include:

21. Providing support to law enforcement to enforce Colorado's seat belt laws during three "Click It or Ticket" high-visibility campaigns including two Rural campaigns and May Mobilization.

22. Providing Occupant Protection and Child Passenger Safety, Young Driver and Older Driver education to parents, caregivers and to the general public;

23. Implementing targeted and relevant seat belt campaigns and initiatives in low–belt-use and high unrestrained fatality counties

24. Educating teen drivers and their parents on seat belt use and other teen driving safety issues;

25. Targeting child passenger safety and booster seat usage; and

26. Providing support to rural communities to address low seat belt usage rates for drivers of rural roadways

(2) <u>Participation in Click it or Ticket National Mobilization</u>

Preliminary data for 2018, indicates 213 drivers and passengers (54%), out of 394 passenger vehicle occupant fatalities, died unrestrained. Colorado's seat belt use rate also remains stalled over the past several years. In 2018, 86.3% of observed drivers and passengers were wearing seat belts, which falls below the national average of 90%

In an effort to increase seat belt use and save lives across the State the HSO supported the high-visibility 2019 *Click It or Ticke*t seat belt enforcement wave May 20 – June 2, 2019.

Funds are provided to Law Enforcement agencies to encourage all Colorado local law enforcement agencies to aggressively enforce the occupant protection laws through a combination of enforcement, education and awareness. 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 Ticke*t May Mobilization project is to encourage all Colorado local law enforcement agencies to aggressively enforce the occupant protection laws through a combination of enforcement, education and awareness. The project supports overtime enforcement of occupant protection laws at the local level in conjunction with the national *Click It or Ticket* high visibility enforcement campaigns. This includes funds for overtime assistance and/or saturation patrols.

In addition, the Colorado State Patrol (CSP) receives HSO funding for the *Click It or Ticket* enforcement wave and provides overtime to implement and issue traffic citations for violations of occupant restraint laws during the enforcement campaigns. The CSP allocates funds to Troop Offices based on data including seat belt use, unrestrained fatality rates, and specific Troop goals.

For 2020, the plan includes soliciting and recruiting law enforcement agencies that participated in the 2019 *Click It or Ticke*t May Mobilization to again participate in the 2020 *Click It or Ticke*t May Mobilization.

27. 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 Integrated 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.

28.

29. 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 the three "Click It or Ticket" enforcement periods. Other communications programs include impaired driving, teen driving, child passenger safety, pedestrian safety, distracted driving and motorcycle safety. The projects included in the Communications section of the ISP were chosen based on a problem identification process utilizing fatality and serious injury data.

30.

31. Communications activities that address occupant protection include:

32.

33. Development and implementation of ongoing media and public relations campaigns for high visibility seat belt enforcement.

34. Development and implementation of targeted and relevant seat belt campaigns and initiatives in low–belt-use and high unrestrained fatality counties

35. Development and distribution of news releases.

36. Development of relationships with statewide media to encourage news coverage of safety issues.

37. Execution of newsworthy media and special events.

38. Development of materials for Hispanic audiences and Spanish language media channels.

39. Execution of media events and special events which are culturally relevant and linguistically appropriate for minority audiences.

40. A campaign that uses social media to remind teens of Colorado GDL laws, including primary enforcement of seat belts.

41. A campaign aimed at parents to ensure safe use of car seats for all stages in a child's development.

42. A campaign aimed at the dangers that unbuckled passengers pose to others in vehicles.

43. Leveraging the power of social media to increase awareness and spark conversation.

44. Leveraging new ways to digitally target audiences online through geo-fencing and other advanced methods.

45. Development and production of collateral materials, including brochures, fact sheets, posters, flyers, print ads, radio spots and videos.

46. Fostering of positive relationships with grantees and internal and external partners to expand safety education.

47. Development and maintenance of campaign websites.

48. Placement of paid media buys to reach campaign target audiences of males 18 to 34 years old.

49. Evaluation of campaign elements, including developing a methodology for evaluating increases in public awareness.

Sustained Seat Belt Enforcement

The Colorado State Patrol (CSP), in conjunction with Colorado law enforcement agencies, conduct strict enforcement of traffic laws and maximum deployment of available resources. CSP and several metro area law enforcement agencies 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 City of Aurora, which encompasses three large metro area counties, Arapahoe, Adams and Douglas counties, receives additional HSO funding and conducts sustained year round seat belt enforcement through short-term, high-visibility belt law enforcement campaigns supplemented by individual enforcement efforts.

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.

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.

Colorado will have hosted 3 Click It or Ticket events in 2019, two Rural Click It or Ticket campaigns and the May Mobilization. The first Rural Click It or Ticket campaign took place

March 25-March 31, 2019 with officers from the Colorado State Patrol and rural law enforcement agencies participating. The second Rural Click It or Ticket campaign will take place July 15 – July 21, 2019 with the same agencies participating.

In 2017, the HSO also introduced T.O.P.s. Training (traffic Occupant Protection Strategies) for law enforcement. T.O.P.S. provides training for law enforcement agencies and covers a wide range of information addressing education and enforcement issues related to occupant protection and includes the dynamics of vehicle crashes and risks faced by law enforcement. T.O.P.S. is now be mandatory for any law enforcement agency receiving funds to support "Click it or Ticket" or other sustained seat belt enforcement.

The Rural Colorado Click It or Ticket Enforcement campaigns are marketed to rural counties throughout Colorado to aggressively enforce the occupant protection laws through a combination of enforcement, education and awareness. This includes funds for overtime assistance and/or saturation patrols. As was done in 2019, for 2020 the HSO will continue to support the CSP and the City of Aurora's sustained, year round enforcement efforts plus the two additional Rural Click It or Ticket enforcement campaign. In 2019, the HSO recruited law enforcement agencies and CSP Troop Offices within the counties below to participate in the sustained year round enforcement and during the two Rural Click It or Ticket Mobilizations. Enforcement activity involves law enforcement covering areas where at least 70% of unrestrained fatalities occur.

High Risk Population Countermeasure Program - Drivers on Rural Roadways

For 2020 the HSO will target two high-risk populations: 1) Unrestrained Drivers of Rural Roadways and 2) Young Drivers. Drivers of rural roadways are over represented in unrestrained fatalities and have lower than average seat belt use rates. High unrestrained fatality rates continue to be a challenge for many rural counties throughout Colorado. The statewide average seat belt compliance rate for 2018 was 86.3%, however, compliance rates in rural areas drop as low as 65% and unrestrained fatality rates in rural areas are historically higher than in urban areas. Fatalities involving drivers aged 20 or younger consistently range from 12%-15% of total fatalities. Although Colorado has made tremendous progress in teen motor vehicle safety, motor vehicle crashes remain one of the leading causes of death for Colorado teens.

In order to address these 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 information distribution at Health and 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 and outreach to targeted groups including young drivers and drivers of rural roadways. Occupant protection messaging will be distributed to rural counties including colleges, military installations, community recreation centers and bars.

1) Unrestrained Drivers of Rural Roadways

Colorado will host two Rural Click It or Ticket campaigns in March and July 2020 with officers from the Colorado State Patrol and 40+ rural law enforcement agencies participating. County-specific pocket-sized cards with a seat belt message for law enforcement to distribute at traffic stops within numerous rural counties is planned and several CSP troops and law enforcement agencies have sustained seat belt enforcement outside of planned campaigns.

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. 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 teen 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 2019, young driver proposals that addressed prevention strategies were prioritized for funding, including a Statewide SADD program, these projects were funded on a 3 year funding cycle. For 2020 the same projects will be funded again.

Intended Subrecipients

State and local law enforcement agencies

Local Public Health Departments

Young Driver, Community Based Agencies

Universities and Hospitals

Countermeasure strategies

Countermeasure strategies in this planned activity

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

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP Low	405b Low HVE (FAST)	$595,000.00	$150,000.00	
2020	FAST Act 405b OP Low	405b Low HVE (FAST)	$50,000.00	$12,500.00	
	FAST Act NHTSA 402	Occupant Protection (FAST)			

Program Area: Occupant Protection (Child Passenger Safety)

Description of Highway Safety Problems

There were 648 motor vehicle fatalities in Colorado in 2017, and 222 were unrestrained, a 16% increase from 2016. Of those 222 unrestrained fatalities, there were 3 in the 0-4 age group and 5 in the 5-8 age group. The Colorado State Patrol project serves the entire state by training car seat technicians statewide.

Denver County had 49 fatalities, Arapahoe County had 45 fatalities, and Summit County had 4 fatalities. These three counties had no fatalities in the 8 and younger age group.

Though these counties have had no fatalities for ages 8 and younger, they have a large population base and are growing. Continuing these projects will help to keep these numbers low, and keeping with the "Toward Zero Deaths" initiative.

In 2019, the Occupant Protection (Child Passenger Safety) Inspection Stations planned activities include;

50. ongoing nursing education to ensure that 100% of new parents discharged are receiving car seat safety education. Outreach and communication in the local community to increase the amount of infants and young children using the correct restraint for their size and age. Increase the number of people utilizing Swedish Medical Center's car seat inspection station.

51. increasing the number of certified car seat technicians, Child Passenger Safety (CPS) awareness, education and enforcement activities to all State Patrol districts statewide, and engage statewide organizations such as CO Community Health Network.

52. offering educational programming to schools and daycares on the importance of using proper restraints for children in vehicles.

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

The goals of the Colorado State Patrol project are to reduce the statewide fatality rate per ten thousand residents from a ratio of 1.14 in 2017 to a ratio of 1.08 by 2021; and to reduce the total number of fatalities under the age of 15 from 18 in 2017 to 17 or below (reduction of 5%) by the end of the FFY21 grant cycle (September 30, 2021). This will be accomplished through NHTSA New Technician courses, Child Passenger Safety Technician training courses and Child Passenger Safety Technician continuing education training courses; provide overtime pay for troopers to participate in safety programs and enforcement; provide customizable stock media for local and statewide use in conjunction with the Colorado Department of Transportation (CDOT) Public Relations office; and host a conference that brings together CPS stakeholders from throughout the state.

Denver Booster and Seatbelt Engagement Program (BASE) through the Denver Department of Public Health and Environment will reach all Denver communities, but will intensively target the communities and schools that are near the High Injury Network (HIN) and with lower age-appropriate restraint compliance. The Denver BASE project will engage the community to identify factors that impact the individual behavior and create messaging to increasing the knowledge of seat belt use and enforcement as well as address social norms. BASE will work with community members, schools, and community centers to target children ages 5-12 and their caregivers. Messaging will be coordinated with statewide and local enforcement efforts. Denver BASE will partner with Denver's Vision Zero effort and support policy initiatives such as a primary seat belt law.

Summit County Public Health (SCPH) is committed to planning and executing activities that fill gaps within Summit County (SC) and the surrounding region through targeted, evidence-based intervention. Areas of need around child passenger safety (CPS) continue to be: 1). low levels of knowledge within law enforcement of CPS regulations and best practice; 2). low levels of the correct application of CPS which are encumbered by technical barriers in car seats and knowledge barriers in booster seats; and 3). lower usage of child restraints in the Hispanic or Latino population compared to the non-Hispanic, white population.

Swedish Medical Center's goals for this program are to increase the number of properly installed car seats and fit for all of Swedish Hospital's Birth Place, Family Place and NICU patients prior to discharge, increase communication and outreach to children and parents about the importance of car seat safety, and increase communication and outreach to community members, schools and physician offices regarding their car seat stations.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	618
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	3271
2020	C-3) Fatalities/VMT (FARS, FHWA)	2020	5 Year	1.14

2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	Annual	208

Countermeasure Strategies in Program Area

Countermeasure Strategy
Child Restraint System Inspection Station(s)

Countermeasure Strategy: Child Restraint System Inspection Station(s)

Program Area: **Occupant Protection (Child Passenger Safety)**

Project Safety Impacts

Child passenger safety (CPS) inspection stations are designed to give parents and caregivers assistance from certified technicians on the proper fit of a child passenger restraint system. Certified CPS technicians and instructors provide information to the traveling public about proper seating positions for children and air bag equipped motor vehicles, the importance of restraint use and instruction on the proper use of child restraint systems. This strategy is part of a comprehensive, evidence-based effort to improve occupant protection statewide in order to reduce the prevalence of unrestrained injuries and fatalities. It is an evidence-based activity countermeasure as identified in NHTSA's *Countermeasures That Work*.

Linkage Between Program Area

Motor vehicle crashes are the leading cause of death for children 4 years of age and older and the second leading cause of death for children under 4. CPS inspection stations are vital to ensure the correct installation of child passenger seats in an effort combat misuse of child restraint devices and to reduce serious injuries and fatalities among child motor vehicle passengers. Funding for this and all other strategies are distributed based on problem I.D.

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 couple with agency capacity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
FY20 CPS	CPS Inspection Stations

Planned Activity: CPS Inspection Stations

Planned activity number: **FY20 CPS**

Primary Countermeasure Strategy ID:

Planned Activity Description

In 2019, Colorado had 165 registered inspection stations throughout the state encompassing 38 counties. All inspections stations are staffed by national standardized child passenger safety technicians. The inspection stations are available to schedule car seat checks through regularly scheduled office hours or on an appointment basis. Hours of operation are listed by inspection station online at www.carseatscolorado.com.

The Car Seats Colorado training program has identified several counties within Colorado that have a low technician to pediatric population rate per county. In 2019, Car Seats Colorado provided technician training in those counties to increase the number of active CPS technicians in those under-served areas. In 2020, CPS technicians will continue to be active in these under-served communities across Colorado, including outreach and services to Latino, African American and Native American populations.

In 2019, Car Seats Colorado will have approximately 1220 certified child passenger safety technicians and 39 certified child passenger safety technician instructors throughout the state. The technicians and instructors increase visibility and public accessibility of available CPS programs. They also provide information to the public about proper seating positions for children in air bag equipped motor vehicles, the importance of restraint use, and instruction on the proper use of child restraint systems.

For 2020, new technicians will be recruited and trained, in a minimum of twelve technician training courses, through the National Standardized Child Passenger Safety Technician training curriculum. The recertification rate for Colorado CPS technicians in 2019 was 53.6% down from 55.4%, the year prior.

New Technician Trainings:

For 2019, the state will conduct national standardized technician trainings by partnering with agencies such as The Children's Hospital, Regional Emergency Trauma Advisory Councils (RETACs), Department of Health and Human Services and other concerned entities. These three to four day training sessions will be available statewide. It is anticipated that 150 new technicians will be trained by sub-grantees/partners. Training sessions will be held in similar locations for 2020.

Car Seats Colorado will continue to focus on assisting certified technicians with the recertification process by offering a variety of pre-approved continuing education sessions. Each session will be preauthorized by Safe Kids Worldwide with the six required continuing education units (CEU) and certified seat checks with an instructor as needed. During 2019, there will be a minimum of 35 continuing education sessions and advocate trainings available to law enforcement, health care providers, and professional groups across the state. These trainings will be held Statewide, in similar locations in 2020.

Certified CPS Technician Trainings:

The following workshops are available for all certified CPS technicians:

54. CEU sessions for recertification

55. Certification Renewal courses for technicians expired less than 1 year

56. Colorado law enforcement workshops

57. Hospital based CPS program sessions

58. Care taker and parent based trainings

The Car Seats Colorado training program has identified several counties within Colorado that have a low technician to pediatric population rate per county. In 2019, Car Seats Colorado will provide technician training courses in areas that impact those counties to increase the number of active CPS technicians in those under-served areas.

Once these trainings are complete, CPS technicians will have an opportunity to be active in under-served communities across Colorado. The under-served areas were identifies by comparing population rate to technician rate by county. The counties identified for the 2019 cycle are as followed: Denver Metro, Summit County, Morgan County, Weld County, Delta County, Gunnison County, El Paso County, Grand County, Garfield County, and Huerfano County.

Car Seats Colorado provides the National Standardized Child Passenger Safety Technician training to individuals to become certified CPS technicians and instructors, allowing those individuals to educate the public and assist with the proper selection, installation, and use of child safety seats. All potential CPS technicians must successfully complete the training program and meet all certification requirements outlined in the NHTSA Standardized Child Passenger Safety Technician Policies & Procedures Manual. The information below provides an overview of trainings to date in 2019. Similar types of trainings and services will remain level for 2020.

To date 2018/2019 Car Seats Colorado completed:

21 CEU Update Class 8 Certification Renewal, 8 advocate, and 13 new technician classes.

At the end of 2018, Colorado reached a recertification rate of 55.3% with the national average of 55.4%. The program certified 197 new CPS Technicians and deployed in to the field. The technicians include nurses, caregivers, fire fighters, law enforcement officers and support staff.

The program trained 142 CPS Technicians in CEU Update classes to complete recertification requirements.

In 2016 Car Seats Colorado incorporated a car seat recycle program and to date over 22,000 seats have been properly recycled through the program and holds several locations on the front range. Several locations statewide have been removed due to lack of interest in those areas.

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

59. Parents and caregivers of newborns
60. Parents and caregivers of children (birth to 16 years)
61. Child care providers
62. EMS and registered nurses in the hospital setting
63. Law enforcement officers
64. School bus drivers
65. Booster seat/seat belt program (5-8 year olds)

Certified CPS technicians and instructors will provide information to the public about proper seating positions for children in airbag-equipped motor vehicles, the importance of restraint use, and instruction on the proper use of child restraint systems. The link below provides an overview of educational events and check-up events across the state in 2018/2019: https://www.facebook.com/carseatscolorado/events?key=events.

In 2020, it is anticipated the same levels of events and trainings will be maintained.

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

In 2019, the Occupant Protection (Child Passenger Safety) Inspection Stations planned activities also include;

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

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

In addition, several local CPS grantees will conduct the following activities:

The goals of the Colorado State Patrol project are to reduce the statewide fatality rate per ten thousand residents from a ratio of 1.14 in 2017 to a ratio of 1.08 by 2021; and to reduce the total number of fatalities under the age of 15 from 18 in 2017 to 17 or below (reduction of 5%) by the end of the FFY21 grant cycle (September 30, 2021). This will be accomplished through NHTSA New Technician courses, Child Passenger Safety Technician training courses and Child Passenger Safety Technician continuing education training courses; provide overtime pay for troopers to participate in safety programs and enforcement; provide customizable stock media for local and statewide use in conjunction with the Colorado Department of Transportation (CDOT) Public Relations office; and host a conference that brings together CPS stakeholders from throughout the state.

Denver Booster and Seatbelt Engagement Program (BASE) through the Denver Department of Public Health and Environment will reach all Denver communities, but will intensively target the communities and schools that are near the High Injury Network (HIN) and with lower age-appropriate restraint compliance. The Denver BASE project will engage the community to identify factors that impact the individual behavior and create messaging to increasing the knowledge of seat belt use and enforcement as well as address social norms. BASE will work with community members, schools, and community centers to target children ages 5-12 and their caregivers. Messaging will be coordinated with statewide and local enforcement efforts. Denver BASE will partner with Denver's Vision Zero effort and support policy initiatives such as a primary seat belt law.

Summit County Public Health (SCPH) is committed to planning and executing activities that fill gaps within Summit County (SC) and the surrounding region through targeted, evidence-based intervention. Areas of need around child passenger safety (CPS) continue to be: 1). low levels of knowledge within law enforcement of CPS regulations and best practice; 2). low levels of the correct application of CPS which are encumbered by technical barriers in car seats and knowledge barriers in booster seats; and 3). lower usage of child restraints in the Hispanic or Latino population compared to the non-Hispanic, white population.

Swedish Medical Center's goals for this program are to increase the number of properly installed car seats and fit for all of Swedish Hospital's Birth Place, Family Place and NICU patients prior to discharge, increase communication and outreach to children and parents about the importance of car seat safety, and increase communication and outreach to community members, schools and physician offices regarding their car seat stations.

Intended Subrecipients

Colorado State Patrol

Denver Department of Public Health

Summit County Public Health

Swedish Medical Center

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Child Restraint System Inspection Station(s)

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Child Restraint (FAST)	$425,000.00	$106,250.00	$170,000.00

Program Area: Older Drivers

Description of Highway Safety Problems

In 2017:

There were 648 traffic fatalities. 89, or 14% of fatalities involved an at fault driver that was 65 years of age or older.

113 people aged 65 and older were involved in a motor vehicle crash, which resulted in death.

Adams County had 64 traffic fatalities, five of those fatalities involved individuals 65 years or older.

Arapahoe County had 45 traffic fatalities in 2017, eight of those crashes involved individuals 65 years or older.

Denver County had six motor vehicle fatalities involving individuals 65 years or older.

In El Paso County during 2017 there were 12,468 crashes resulting in 77 motor vehicle fatalities. Eleven of those fatalities involved individuals 65 years or older.

In Garfield County during 2017 there were 1,148 crashes resulting in 21 motor vehicle fatalities. Three of those fatalities involved persons 65 years or older.

La Plata County reported 1,164 motor vehicle crashes resulting in 11 motor vehicle fatalities. Two of those fatalities included individuals 65 years or older.

Mesa County reported 2,395 motor vehicle crashes in 2017 resulting in 16 motor vehicle fatalities. Five of those fatalities involved persons 65 years or older.

In 2017, Pueblo County reported 3,760 motor vehicle crashes. Thirty-four of those crashes were motor vehicle fatalities. Pueblo County had eight motor vehicle fatalities involving persons 65 years or older. Seven individuals ages 65 years or older were involved in traffic fatalities during 2017.

Routt County reported 698 motor vehicles crashes in 2017 resulting in one motor vehicle fatality. During 2017 one fatality involved a person 65 years or older.

In 2017, Rio Blanco County reported 87 motor vehicle crashes resulting in one motor vehicle fatality. During 2017, one fatality involved an individual 65 years or older.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	618
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	3271
2020	C-3) Fatalities/VMT (FARS, FHWA)	2020	5 Year	1.14
2020	C-13) Drivers 65 or Older Involved in Fatal Crashes	2020	Annual	88

Countermeasure Strategies in Program Area

Countermeasure Strategy
Older Driver Education

Countermeasure Strategy: Older Driver Education

Program Area: **Older Drivers**

Project Safety Impacts

Older Driver Education is designed to evaluate and make adjustments as necessary for the safe operation of their motor vehicles.

Law enforcement agencies are provided training to properly identify circumstances and situations in which it is appropriate for an older driver to re-test through the Department of Revenue.

Linkage Between Program Area

Drivers 65 years and older represent a significant portion of Colorado's total traffic fatalities. Older driver education is vital to providing information on safe driving practices, identify and making proper adjustments for the operator, transportation alternatives and provides the information to older drivers, caregivers, family members and law enforcement. Funding for this and all other strategies are distributed based on problem I.D.

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 couple with agency capacity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
FY20 OD Ed	Older Driver Education

Planned Activity: Older Driver Education

Planned activity number: **FY20 OD Ed**

Primary Countermeasure Strategy ID:

Planned Activity Description

The HSO will continue to address the at fault driver 65 years of age or older fatalities through education, public awareness, collaboration and partnership with State and local agencies, law enforcement training and providing information on alternative rides to caregivers and older drivers.

In 2020, the Older Driver Education planned activities include:

Cordy & CO proposes to continue addressing older driver safety in Denver, Adams, and Arapahoe County, by building on the momentum of its prior work in these locations. Cordy & CO and Drive Smart Colorado will continue to conduct CarFit events in the Denver Metro and El Paso County areas.

Drive Smart Colorado will conduct a pilot project in partnership with American Medical Response in Colorado Springs to implement the Yellow Dot Program (for our purposes, this is for older drivers, but will also benefit those who are taking medications and are medically compromised). AMR is contracted with the City of Colorado Springs to be the Emergency Medical Services provider.

Health Promotion Partners will assess the older adult driver and give education and strategies to continue safe community mobility and prevent driving disability. Address issues already affecting driving skills and attempt to restore those skills through treatment and rehabilitation. Identify loss of driving skills for which there is no compensatory strategy and recommend alternatives to prevent harm to the older adult and others when driving is no longer an option

The Older and Wiser Public Service Campaign (Red Hawk) will create messages that tell them how important their support is to the community, and at the same time educating them about the mobility issues to be aware of that may indicate they should stop driving. The Older and Wiser Public Service Campaign will continue on the path of motivating drivers over the age 65 to start planning to use public transportation for their alternative routes of travel in Colorado.

Intended Subrecipients

Cordy and CO

Drive Smart Colorado

Health Promotions Partner, LLC

Red Hawk

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Older Driver Education

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Driver Education (FAST)	$250,000.00	$62,500.00	$100,000.00

Program Area: Planning & Administration

Description of Highway Safety Problems

In 2016 and 2017 Colorado experienced increases in fatal crashes, which after adopting Moving Towards Zero Deaths in 2013, is a disconcerting statistic. Colorado has experienced recent increases in population growth and vehicle miles traveled. With the legalization of marijuana, more and more technology causing distractions, low gas prices, a thriving local economy, and increasing population density in front range counties, there are many factors which play a part in the increased fatal crashes. While none of these factors alone can explain the increase, it is assumed that these and other factors all contribute to the increases Colorado is experiencing. It is anticipated that all of these factors will continue to increase, leading to continued increases in fatalities and serious injuries. The fatalities trend in 2018 does not indicate any reductions in traffic fatalities.

In 2016 there were 608 traffic related fatalities, in 2017 that number increased to 648, which is a 6% increase. This was the 6th consecutive year that traffic fatalities had increased. However, the HSO continued to address these challenges by aggressively seeking new and innovative projects and programs, utilizing problem identification to direct enforcement efforts, engage with partners and stakeholders of unrepresented populations and high visibility enforcement in multiple traffic challenges.

Associated Performance Measures

Planned Activities

Planned Activities in Program Area

Unique Identifier	Planned Activity Name	Primary Countermeasure Strategy ID
FY20 Program Support	Program Support	

Planned Activity: Program Support

Planned activity number: **FY20 Program Support**

Primary Countermeasure Strategy ID:

Planned Activity Description

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.

FOR 2020:

Planning and Administration (P&A) costs are those expenses that are related to the overall management of the State's highway safety programs. Costs include salaries and related personnel costs for the Governors' Representatives for Highway Safety and for other technical, administrative, and clerical staff, for the State's Highway Safety Offices. P&A costs also include other office costs, such as travel, equipment, supplies, rent and utility expenses. Additional funds requested are for implementation of an E Grants System

Program support tasks include establishing resource requirements, departmental roles and responsibilities, assignment of tasks and schedules, and program management of the FY20 grants. Costs include external project audit costs, program-specific staff training and necessary operating expenses.

Other support functions include support for the Transportation Matters Summit, seat belt surveys, and any program assessment costs.

The HSO supports external traffic safety education efforts and enforcement campaigns by providing coalitions and other traffic safety stakeholders with support, resources, training and materials. This enables agencies to better execute and support statewide OP, CPS, motorcycle safety and impaired driving prevention programs.

The purpose of tech transfer funds is to provide training, community outreach and coalition building for traffic safety educational programs. The funds are also used to send HSO partners and stakeholders to State and National conferences.

Intended Subrecipients

HSO Staff

HSO Traffic Safety Partners and Stakeholders

Local Law Enforcement

Colorado State Patrol

Local OP Adult/Traffic Safety Coalitions

Countermeasure strategies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405c Data Program	405c Data Program (FAST)	$120,000.00	$30,000.00	

2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	$285,000.00	$72,000.00	
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	$275,000.00	$275,000.00	$110,000.00
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	$285,000.00	$72,000.00	$114,000.00
2020	FAST Act NHTSA 402	Traffic Records (FAST)	$225,000.00	$11,250.00	$90,000.00

Program Area: Speed Management

Description of Highway Safety Problems

In 2017 there were 648 traffic fatalities in Colorado. There were 230 speed-related fatalities which comprised 35% of the total. There was no change in the percent of speed-related fatalities from 2016 to 2017.

The HSO will address speed-related crashes and fatalities through, high visibility enforcement, on targeted roadways identified in the 2019 Colorado Motor Vehicle Problem Identification Dashboard.

City of Aurora - In 2017, in the six county Mile-High Regional Emergency Medical and Trauma Advisory Council (RETAC) region, which includes the City of Aurora, there were 185 motor vehicle fatalities. Of those 65, or 35 percent, were speed related. The average number of speed related fatalities from 2013 to 2017 is 57. The 65 speed related fatalities in 2017 represents an increase of 13% over the prior 5-year average. Of the 11 RETAC regions, the Mile-High region had the most speed related fatalities.

The two counties that primarily make up the City of Aurora are Adams County and Arapahoe County. Adams County showed a 150 percent increase in speed related fatalities during the previous five-year period. Arapahoe County showed a 325 percent increase in speed related fatalities over the past 5 years. From 2013 to 2017, Aurora had a total of 111 fatal crashes. Of those, 31 or 28 percent were speed related.

Colorado Springs Police Department - Speeding-related crashes are prevalent throughout El Paso County; in 2017, speeding-related fatalities increased by 32% compared to the prior year. Colorado Springs experienced an all-time record number of 48 traffic fatalities during 2018 – a 23% increase compared to the prior year. On average, 30% of all traffic fatalities in Colorado Springs have speed as a contributing factor. However, injury crashes decreased 0.6% in 2018 compared to the prior year. Through the end of March 2019, injury crashes decreased 2.3% CSPD compared to the same time last year.

Denver Police Department - Speed-related fatalities remain a major problem in Denver, as during the 2014 to 2016 period, the total rate of speed-related fatalities has increased by 83%. In 2017, there were 15 speed-related fatalities. This represents a 10% decrease in speed-related fatalities from 2017.

In Denver, it is known that speed-related crashes are highly concentrated in one area: interstates. These roadways are the most trafficked in Colorado; the target population for this effort is drivers on these roadways that are speeding. According to CDOT data, the top 14 locations for speed-related crashes in Denver are on Interstate 70 (between Sheridan and Peoria) and Interstate 25 (between I-70 and south to Hampden Avenue).

Jefferson County Sheriff's Office - In 2018, there were 222 total crashes on Highway 285. There were 24 injury and 2 fatal crashes on Highway 285. Seven percent of all injury crashes in unincorporated Jefferson County were on Highway 285. In 2018, speed was the leading cause of injury and fatal crashes on Highway 285.

In 2018, Highway 93 had 49 total crashes. Eight of those crashes were injury crashes. There were not any fatal crashes on Highway 93 in 2018. JCSO has maintained sustained enforcement on Highway 93 since 2014.

Lakewood Police Department - In 2017, in the six-county Mile-High Regional Emergency Medical and Trauma Advisory Council (RETAC) region, which includes the City of Lakewood, there were 79 traffic fatalities, with 28 (35 percent) of those being speed-related. Over a five-year span there has been 26.8 speed related fatalities in this region.

In 2018, crash data collected from the Lakewood Police Crime Analysts showed there were 5293 reported crashes, including 17 fatalities. The intersections with the most traffic collisions are all along the HWY 6th Avenue corridor; 6th & Wadsworth (153 crashes), followed by 6th & Simms/Union (98), 6th & Sheridan (70) and to a lesser degree, 6th & Indiana (51).

Pueblo Police Department - Excessive speed continues to be a contributing factor in serious injury and fatal crashes within the City of Pueblo, Colorado. While 2016 saw a dramatic decline of 45% (5 fatalities) of fatal crashes, we had 15 fatalities in 2017 and 19 in 2018. According to Pueblo Police Department records, over the three-year period between January 1, 2016 and December 31, 2018, speed was a factor in an average of 36% of the fatal traffic crashes.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	618
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	3271
2020	C-3) Fatalities/VMT (FARS, FHWA)	2020	5 Year	1.14
2020	C-6) Number of speeding-related fatalities (FARS)	2020	Annual	208

Countermeasure Strategies in Program Area

Countermeasure Strategy
Sustained Enforcement

Countermeasure Strategy: Sustained Enforcement

Program Area: **Speed Management**

Project Safety Impacts

High Visibility Speed Enforcement is designed to deploy law enforcement resources in areas identified through problem identification as having high incidents of speed related crashes and fatalities. Colorado's speed related fatalities comprise approx. 35% of the total fatality number. Speed is the most identified causal factor in all Colorado crashes. This strategy is part of a comprehensive, evidence-based effort to reduce the prevalence of speed related injuries and fatalities. It is an evidence-based activity countermeasure as identified in NHTSA's *Countermeasures That Work.*

Linkage Between Program Area

Speed related fatalities represent a significant portion of Colorado's total traffic fatalities. Sustained speed enforcement coupled with roadway engineers setting appropriate speed limits, are integral to reducing speed related crashes and fatalities. Selection for this and all other strategies are distributed based on problem I.D.

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 couple with agency capacity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
FY20 Speed Enforcement	Sustained Speed Enforcement

Planned Activity: Sustained Speed Enforcement

Planned activity number: **FY20 Speed Enforcement**

Primary Countermeasure Strategy ID:

Planned Activity Description

In 2020, the Speed Management Sustained Speed Enforcement activities include;

70. High Visibility Enforcement (HVE) of speed-related traffic violations (Speeding, Following too Closely and Aggressive Driving) at designated times and roadways identified through problem identification as being over represented with speed-related crashes and fatalities.

Intended Subrecipients

Aurora Police Department

Colorado Springs Police Department

Denver Police Department

Jefferson County Sheriff's Office

Lakewood Police Department

Pueblo Police Department

In addition to the proposed funding, the HSO will utilize the LEC/LELs and a data-driven approach, to aggressively seek new law enforcement agencies, in areas of higher than average speed related fatalities and serious injury crashes, to participate in enhanced Speed enforcement utilizing HSO funding.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Sustained Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Speed Enforcement (FAST)	$450,000.00	$112,500.00	$180,000.00

Program Area: Traffic Records

Description of Highway Safety Problems

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

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	Percentage of Crash Reports Submitted Electronically to DOR	2020	Annual	49.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
Comprehensive TR Improvement Initiatives

Countermeasure Strategy: Comprehensive TR Improvement Initiatives

Program Area: **Traffic Records**

Project Safety Impacts

The following strategies were identified for Colorado's statewide traffic records system:

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

72. **Strategic Planning:** Develop and maintain performance measures based on recommendations from the Traffic Records Assessment.

73. **Crash Data:** Identify and implement improvements to crash records based on recommendations from the Traffic Records Assessment.

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

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

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

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

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

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

Linkage Between Program Area

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

Colorado and STRAC have engaged in strategic planning for traffic records improvements for more than a decade, and STRAC published a strategic plan in 2005, 2008, and 2012. The fourth revision to the Strategic Plan covers the four year period from 2016 through 2019. Aspects of each of these plans have been integrated into Colorado's Highway Safety Plan and appropriate performance based objectives, action steps, and evaluation measures were integrated into Colorado's Strategic Highway Safety Plan. Additionally, in 2004, 2009, and 2015, STRAC requested that NHTSA facilitate a Traffic Records Assessment on Colorado's traffic records system. These assessments resulted in recommendations for improvement in all areas of the state's traffic records system. These recommendations form the basis of the objectives and performance measures for the revised strategic plan.

The STRAC membership believes this revised Strategic Plan will again provide the framework for improvement to the statewide traffic records system and will guide all state agencies as they plan and develop specific projects to improve our records systems and data. The plan includes clearly defined objectives and performance measures for each of the nine traffic records modules. We also believe that the partnerships and coordination provided for in this strategic

plan will increase public safety and create the environment for improving the state's traffic records system. This will be accomplished by maximizing efficiencies through interagency cooperation and leveraging both existing resources and potential federal funding opportunities.

Rationale

The Traffic Records program includes a number of goals, objectives and planned activities identified as areas for improvements by the National Highway Traffic Safety Administration (NHTSA). All of them serve the ultimate goal of an integrated traffic records system in Colorado that delivers timely, high- quality data for appropriate traffic safety decisions at all levels.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
FY20 Traffic Records	FY20 Traffic Records Improvements

Planned Activity: FY20 Traffic Records Improvements

Planned activity number: **FY20 Traffic Records**

Primary Countermeasure Strategy ID:

Planned Activity Description

A TR Coordinator to organize traffic records systems among all the agencies involved. The TRC would work closely with the STRAC, CDOT, DOR, CSP and other agencies (including Police Departments) involved with traffic records. The TRC will act as a liaison among the involved agencies, under the guidance of the Project Manager. .

Fund the attendance of core STRAC Members (to be determined based on priority) to attend the International Traffic Records Conference hosted by National Safety Council and sponsored by NHTSA, FHWA, FMCSA, and BTS (Bureau of Transportation Statistics). This task will enable the attendees to learn many aspects of TR.

Support the ongoing cooperative agreement with NHTSA/NCSA for Colorado to provide an overall measure of highway safety using fatal crash data. Most of the costs are funded by FARS (NHTSA); this is just supplemental funding.

405C Traffic Records Program Management, including but not limited to: Grant and project management, Participation in STRAC events and facilitation, Operating costs & Participation in the Traffic Records Forum.

Creation of the annual Problem Identification report and continued data anaylsis, TA and evaluation to HSO grantees.

Intended Subrecipients

CDOT

STRAC / CDOT

CDPHE

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Comprehensive TR Improvement Initiatives

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405c Data Program	405c Data Program (FAST)	$500,000.00	$125,000.00	
2020	FAST Act NHTSA 402		$225,000.00	$57,000.00	$90,000.00

Program Area: Young Drivers

Description of Highway Safety Problems

There were 648 traffic fatalities in 2017. Of the 648 fatalities, 93 were young drivers aged 20 and younger, or 14 percent of the total. The young driver fatalities increased from 59 to 93, a nearly 63 percent increase from 2016 – 2017. Comparing young drivers in rural vs. urban areas shows similar factors between the two group which contribute to crashes. These factors include driver inexperience, careless driving and speeding. Urban young driver factors also include driving under the influence (either alcohol or drugs), while rural young driver factors include being asleep at the wheel. For drivers under 21 the highest likelihood of them being involved in a crash is during their first six months of licensure.

Adams County had 10 fatalities aged 20 and younger, or 2% of the total.

Arapahoe County had 6 fatalities, or 1% of the total.

Boulder County had 2 fatalities in this age group, or .3% of the total.

Broomfield County had 0 fatalities in this age group.

Conejos County had 1 fatality, or .2% of the total.

Denver County had 9 fatalities, or 1.4% of the total.

Douglas County had 4 fatalities, or .6% of the total.

El Paso County had 6 fatalities, or 1% of the total.

Jefferson County had 5 fatalities, or .8% of the total.

Larimer County had 8 fatalities, or 1.2% of the total.

Weld County had 15 fatalities aged 20 and younger, or 2.3% of the total.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	618
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	3271
2020	C-3) Fatalities/VMT (FARS, FHWA)	2020	5 Year	1.14
2020	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	2020	Annual	79

Countermeasure Strategies in Program Area

Countermeasure Strategy

School Programs

Countermeasure Strategy: School Programs

Program Area: **Young Drivers**

Project Safety Impacts

Youth peer-to-peer programs are designed to address the behavioral issues typically associated with novice drivers to include; alcohol, drugs, distracted driving, low seat belt use and others issues. This strategy is part of a comprehensive, evidence-based effort to reduce the prevalence of drivers aged 20 or younger involved in fatal and serious injury crashes. School based, youth peer-to-peer programs are designed to help young drivers identify behaviors that cause them the greatest risk on the road and also recognize that they have the ability and power to act upon and address them. It is an evidence-based activity countermeasure as identified in NHTSA's *Countermeasures That Work*.

Linkage Between Program Area

Young drivers age 20 or younger are over represented in Colorado's total traffic fatalities. Youth peer-to-peer programs are vital to protecting vulnerable young drivers by providing education and awareness. Funding for this and all other strategies are distributed based on problem I.D.

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 couple with agency capacity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
FY20 Teen Traffic Safety	Youth Peer-to-Peer Program

Planned Activity: Youth Peer-to-Peer Program

Planned activity number: **FY20 Teen Traffic Safety**

Primary Countermeasure Strategy ID:

Planned Activity Description

High Risk Population Countermeasure Program - Young Drivers (S405b)

For 2020 the HSO will target two high-risk populations: 1) Unrestrained Drivers of Rural Roadways and 2) Young Drivers. Drivers of rural roadways are over represented in unrestrained

fatalities and have lower than average seat belt use rates. High unrestrained fatality rates continue to be a challenge for many rural counties throughout Colorado. The statewide average seat belt compliance rate for 2018 was 86.3%, however, compliance rates in rural areas drop as low as 65% and unrestrained fatality rates in rural areas are historically higher than in urban areas. Fatalities involving drivers aged 20 or younger consistently range from 12%-15% of total fatalities. Although Colorado has made tremendous progress in teen motor vehicle safety, motor vehicle crashes remain one of the leading causes of death for Colorado teens.

In order to address these 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 information distribution at Health and 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 and outreach to targeted groups including young drivers and drivers of rural roadways. Occupant protection messaging will be distributed to rural counties including colleges, military installations, community recreation centers and bars.

Planned program activities include information distribution at Health and 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 and outreach to young drivers.

In 2020, Young Drivers Youth Peer-to-Peer Program activities include;

In 2020, Young Drivers Youth Peer-to-Peer Program activities include:

80. using a peer-to-peer program led by students involved in school-based groups or clubs, such as SADD, Inc. (Students Against Destructive Decisions) or 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.

81. 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.

Children's Hospital of Colorado had no response for year 2 of funding, after requesting and receiving a deferment on grant funding for year 1. This is due to several staffing changes within Children's Hospital directly effecting their inability to fully implement the grant.

Conejos County's proposed project aims to reduce the number of drivers age 20 years or younger involved in fatal motor vehicle crashes, through the establishment and support of a county wide youth coalition. Conejos County has a higher than state average of serious injuries in traffic crashes and motor vehicle fatalities for drivers younger than 20, thus making motor vehicle safety a crucial and appropriate focus of youth prevention efforts. The use of youth-driven, strengths-based initiatives has shown to have positive impact on decreasing risk behaviors.

Denver Department of Public Health and Environment (DDPHE) proposes to reduce Denver teen driver fatalities through the creation of the Teen Safe Streets (TSS) program. The Teen Safe Streets Coalition will work to build relationships between Denver teens, policymakers, decision makers, and other community organizations to effect changes at the policy level for reducing teen driver fatalities, to effect change at an environmental level by providing input on traffic related city plans, and to effect change within their communities through education and advocacy.

Drive Smart of the Rockies (formerly Drive Smart Evergreen/Conifer) will continue to successfully implement and deliver safe driving programs via teen driving programs in local high schools and clubs, and Graduated Driver's License (GDL) classes for parents and teens, concentrating activities in the metro Denver area, and the counties of Summit, Mesa and Larimer.

SADD will build upon the success of the year 1 grant with the Colorado Department of Transportation. Specifically, SADD will work to increase the number of chapters across the state, improve their capacity to conduct traffic safety activities, and continue to grow partnerships and reach in Colorado. This will be accomplished through collection and evaluation of data from high school events and activities, identification of high crash rates and targeted intervention, effectiveness in improving teen driving, and progress of ongoing youth leadership.

The Teens in the Driver Seat (TDS) program proposes to continue to address the main causes of teen crashes in Colorado, which are well documented, including: a lack of driving experience; distracted driving; driving at night; speeding, lower seat belt use especially in rural areas; and alcohol/drug impairment. Young drivers continue to be over-represented in distracted driving crashes (8%) highlighting the continued need to address this issue at schools across the state. In addition, 20% of urban teens and 27% of rural teens involved in fatal crashes were unbelted at the time. These stats highlight the importance of continued outreach and education focusing on key risk factors in high priority areas.

ThinkFast Interactive will connect with high school youth via its school-wide interactive presentation. The hour-long presentation includes 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. Because of ThinkFast's capability to immediately capture audience results, they can incorporate a competition between schools resulting in a comprehensive approach to reinforce the teen driver safety message throughout the school year.

The Prevent Alcohol and Risk Related Trauma in Youth (P.A.R.T.Y.) program, hosted by the University of Colorado Hospital will be utilized to reduce the number of drivers age 20 or younger involved in fatal crashes. The P.A.R.T.Y. program is an interactive five-hour, in-hospital injury awareness and prevention program for high school students. The goal of the program is to provide young people with information about traumatic injury which will enable them to recognize potential injury producing situations, make safer choices and adopt behaviors that reduce risk. The program takes students through the path of a trauma focusing on dangerous driving behaviors, decision making, and current Graduated Driver's License laws.

Weld County Public Health through its Drive Smart program wants to reduce the number of car crashes for drivers 20 and younger by 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. Weld County has the second highest fatal crash count for 2019 with 10 crashes. Over the five years between 2011 and 2015, the number of fatal crashes involving drivers age 20 and younger increased 50 percent in Weld County. The county experiences these deaths at a rate that is double that of the state, 2.5 per 100,000 people in Weld County compared to 1.3 per 100,000 in Colorado. Inexperience was the third most frequent contributing factors among drivers in injury and fatal crashes, factoring into nearly 1 in 5 (18%) of all crashes.

Intended Subrecipients

Conejos County Public Health

Denver Department of Public Health

Drive Smart of the Rockies (formerly Drive Smart Evergreen/Conifer)

SADD, Inc.

Texas A&M Transportation Institute – dba Teens in the Driver's Seat

ThinkFast Interactive

University of Colorado Hospital

Weld County Public Health

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
School Programs

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Teen Safety Program (FAST)	$625,000.00	$156,250.00	$250,000.00

Evidence-based traffic safety enforcement program (TSEP)

Planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP):

Unique Identifier	Planned Activity Name
FY20 Public Relations	Communications and Outreach
FY20 Impaired Driving HVE	Impaired Driving HVE
FY20 OP HVE	Occupant Protection HVE
FY20 Speed Enforcement	Sustained Speed Enforcement

Analysis of crashes, crash fatalities, and injuries in areas of highest risk.

Crash Analysis

Deployment of Resources

Enter explanation of the deployment of resources based on the analysis performed.

Motor vehicle crashes are among the leading causes of death across the nation and in Colorado. Motor vehicle fatalities were on the increase from 2012-2017. Since 2012 Colorado's fatalities from motor vehicle crashes have continually increased, reaching 648 fatalities reported in 2017.

In 2017 there were:

- 118,842 motor vehicle crashes, a two percent decrease from 2016.
- 600 fatal crashes; a seven percent increase from 2016.
- 648 fatalities; a seven percent increase from 2016.
- 230 speed-related fatalities; comprising 35 percent of all fatalities.
- 8,841 motor vehicle injury crashes, an 11 percent decrease from 2016.
- 11,668 persons were injured by those 8,841 motor vehicle injury crashes, a one percent decrease from 2016.
- 2,884 had injuries that were classified as serious (incapacitating), a two percent decrease from 2016.

The counties with the highest number of traffic fatalities in 2017 were: El Paso (77), Weld (66), Adams (64), Denver (49) and Arapahoe (45).

The counties with the highest number of serious injuries in 2017 were: Denver (478), Arapahoe (364), Adams (316), Boulder (230), Jefferson (225).

The Colorado Department of Transportation, Office of Transportation Safety, Highway Safety Office (HSO) Traffic Safety Enforcement Plan for Occupant Protection, Impaired Driving and Speed is based on problem identification that identifies areas of the state that are over represented in crashes and fatalities involving impaired driving, unrestrained occupants and excessive speed. The Colorado Department of Transportation sets targets in their Safety Plan (ISP) every year to reduce the number of fatalities and serious injuries from motor vehicle crashes for the state of Colorado. Based on the crashes that took place on Colorado public roadways during 2017, the following factors comprised the majority of fatalities:

- 230 Speeding fatalities (38 percent of all fatalities)
- 222 Unrestrained fatalities (54 percent of all passenger vehicle occupant fatalities)
- 177 Alcohol-impaired driver fatalities (27 percent of all fatalities)

When locations are identified that are over represented in these areas, the HSO, through the Law Enforcement Coordinator, the Local Law Enforcement Liaisons and the High Visibility Enforcement Coordinator contact law enforcement in the identified areas to form enforcement partnerships. The LEC and LEL monitor performance on all HVE grants including data entry that includes number of citations/arrests. Regular monitoring of all HVE activities, including cost per ticket, overtime activity, etc.is completed by the LEC and LEL and recommendations for continued funding are based on these factors. Working with the enforcement partners the HSO's Public Relations Office (PRO) develops outreach and awareness programs to make the public aware of the enforcement.

OCCUPANT PROTECTION ENFORCEMENT

Unrestrained passenger vehicle occupant fatalities increased by 3% from 2016 to 2017. 222 of the 410 (54 percent) motor vehicle occupants who died in a fatal crash in 2017 were not using seat belts or other restraints. 403 of the 1,757 (23 percent) motor vehicle occupants who were seriously injured in a crash in 2017 were not using seat belts or other restraints.

- The estimate of overall statewide seat belt usage for all vehicle types in 2017 was 83.8 percent, a 1.4 percent decrease from 85.2 percent in 2016.
- In 2017, the counties with the highest number of unrestrained passenger vehicle occupant fatalities were: El Paso (33), Weld (25), Adams (18), Pueblo (15), Arapahoe (12).
- Of the 31 counties in the 2016 Statewide Seat Belt Survey, observed seat belt use was below the stated goal of 84.0 percent for the following sixteen counties: Adams (80.3%), Cheyenne (75.2%), Clear Creek (77%), Delta (75.7%), El Paso (80.2%), Fremont (77.7%), Garfield (81.2%), Gunnison (82.5%), La Plata (74%), Las Animas (83.1%), Mesa (75.5%), Otero (81.6%), Montezuma (74.4%), Montrose (76%), Pueblo (79.2%), and Summit (83.6%).

Colorado's Highway Safety Office supports the Click It or Ticket May Mobilization and Child Passenger Safety Week national mobilizations.

The Colorado State Patrol (CSP) provides statewide enforcement year round, in addition to the two weeks of enforcement during May. In addition to the CSP, local law enforcement agencies are recruited and provided with overtime funding for May Mobilization. While all local law enforcement agencies are encouraged to apply for overtime enforcement funding, allocations are made through problem identification with consideration to the number of unrestrained fatalities, serious injuries and the seat belt compliance rate of an area, along with the past performance of the agency during the campaign.

In addition to May Mobilization, Colorado supports two week of occupant protection enforcement in the rural areas of the state during March and April. Compliance rates are also generally lower than the state rate in these rural and frontier areas but historically, after an enforcement event, these areas show a significant increase in seat belt usage rates.

Further details and locations for these events are detailed in the S405(b) application and the Occupant Protection HVE section of the 402 application.

IMPAIRED DRIVING ENFORCEMENT

- In 2017, there were 177 estimated fatalities where a driver had a blood alcohol content (BAC) $\geq$ 0.08; corresponding to a nine percent increase from 2016.

- In 2017, the counties with the highest number of fatalities in crashes involving a driver or motorcycle operator with a BAC $\geq$ 0.08 were: El Paso (24), Denver (20), Adams (18), Arapahoe (13), Jefferson (13) and Weld (13).

Colorado law enforcement agencies participate in all seven national high visibility enforcement (HVE) campaigns as well as five other Statewide HVE campaigns during the year. The State specific HVE campaigns that the Highway Safety Office promotes include Spring Events (six weeks), Memorial Day Weekend (four days), Checkpoint Colorado (16 weeks), Fall Festivals (six weeks), and New Year's Eve (four to six days). These five HVE enforcement campaigns were created to address events in the State that have an impact on impaired driving related motor vehicle crashes and fatalities.

Law enforcement agencies apply for HVE funding and are selected using FARS and other data sources to identify the areas with a high number of impaired driving related crashes and fatalities. Agencies deploy their resources at their discretion during the enforcement periods, using local data to determine enforcement strategies as to location, day of week, time of day, etc. Law enforcement agencies report their activity through narrative reports and also report arrest and citation data on the readily available CDOT "Heat Is On!" website.

Further details and locations for these events are detailed in the Impaired Driving HVE section of the 402 application.

SPEED ENFORCEMENT

- In 2017, there were 230 speeding related fatalities, corresponding to a nine percent increase from 2016.
- In 2017, the counties with the highest number of speeding related fatalities were: El Paso (29), Adams (20), Weld (20), Jefferson (18), Arapahoe (17), Larimer (16) and Denver (15).

Law enforcement agencies participating in Colorado's HSO Speed Enforcement Programs are identified through a problem identification analysis. Law enforcement agencies in the Speed Enforcement Program work closely with the HSO Law Enforcement Coordinator (LEC) to create enforcement plans that include officer performance standards, project baselines and goals, an evaluation plan and a night-time speed enforcement element.

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Effectiveness Monitoring

Enter description of how the State plans to monitor the effectiveness of enforcement activities, make ongoing adjustments as warranted by data, and update the countermeasure strategies and projects in the Highway Safety Plan (HSP).

The LEC and LEL monitor performance on all HVE grants including data entry that includes number of citations/arrests. Regular monitoring of all HVE activities, including cost per ticket, overtime activity, etc.is completed by the LEC and LEL and recommendations for continued funding are based on these factors. Adjustments to funding are made after examination of each HVE event to ensure funds are utilized in a cost efficient manner. If agencies are not meeting specified expected performance targets the LEC and LELs work with the local agencies to make adjustment to, and provide suggestions on how to improve performance. Working with the enforcement partners the HSO's Public Relations Office (PRO) develops outreach and awareness programs to make the public aware of the enforcement and to track effectiveness of the outreach (media impressions, surveys, etc).

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

Countermeasure Strategy
Communication Campaign
Impaired Driving HVE
Short-term, High Visibility Seat Belt Law Enforcement

HVE planned activities that demonstrate the State's support and participation in the National HVE mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles:

Unique Identifier	Planned Activity Name
FY20 Impaired Driving HVE	Impaired Driving HVE
FY20 OP HVE	Occupant Protection HVE
FY20 Speed Enforcement	Sustained Speed Enforcement

405(b) Occupant protection grant

Occupant protection plan

State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems:

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

Participation in Click-it-or-Ticket (CIOT) national mobilization

Agencies planning to participate in CIOT:

Agency
CHERRY HILLS VILLAGE PD
ESTES PARK PD
FIRESTONE PD
FREDERICK PD
LOGAN COUNTY SO
MESA COUNTY SO
ADAMS COUNTY SO
ALAMOSA PD
ARAPAHOE COUNTY SO
ARVADA PD
AULT PD
AURARIA CAMPUS PD
AVON PD
BAYFIELD PD

BRECKENRIDGE PD
CASTLE ROCK PD
CENTER PD
CHEYENNE COUNTY SO
COLORADO SPRINGS PD
COMMERCE CITY PD
CORTEZ PD
DACONO PD
DENVER PD
DILLON PD
EAGLE COUNTY SO
EAGLE PD
EATON PD
EDGEWATER PD
EL PASO COUNTY SO
ENGLEWOOD PD
FORT COLLINS PD
FORT LUPTON PD
FRISCO PD
GILPIN COUNTY PD
GOLDEN PD
GRAND COUNTY SO
HOLYOKE PD
JEFFERSON COUNTY SO
LA PLATA COUNTY SO
LAFAYETTE PD
LAKESIDE PD
LAKEWOOD PD
LAS ANIMAS PD

LONE TREE PD
LONGMONT PD
LOVELAND PD
MONTE VISTA PD
MONTROSE PD
PARACHUTE PD
PARKER PD
PUEBLO COUNTY SO
RIFLE PD
SILT PD
STERLING PD
THORNTON PD
TRINIDAD PD
WASHINGTON COUNTY SO
WHEAT RIDGE PD
FOUNTAIN PD
SALIDA PD
SEDGEWICK COUNTY SO
MILLIKEN PD
PLATTEVILLE PD
PUEBLO PD
YUMA COUNTY SO

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

Planned Participation in Click-it-or-Ticket

Preliminary data for 2018, indicates 213 drivers and passengers (54%), out of 394 passenger vehicle occupant fatalities, died unrestrained. Colorado's seat belt use rate also remains stalled over the past several years. In 2018, 86.3% of observed drivers and passengers were wearing seat belts, which falls below the national average of 90%

In an effort to increase seat belt use and save lives across the State the HSO will support the high-visibility 2019 *Click It or Ticke*t seat belt enforcement wave May 20 – June 2, 2019.

Funds are provided to Law Enforcement agencies to encourage all Colorado local law enforcement agencies to aggressively enforce the occupant protection laws through a combination of enforcement, education and awareness. 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 Ticke*t May Mobilization project is to encourage all Colorado local law enforcement agencies to aggressively enforce the occupant protection laws through a combination of enforcement, education and awareness. The project supports overtime enforcement of occupant protection laws at the local level in conjunction with the national *Click It or Ticket* high visibility enforcement campaigns. This includes funds for overtime assistance and/or saturation patrols.

In addition, the Colorado State Patrol (CSP) receives HSO funding for the *Click It or Ticket* enforcement wave and provides overtime to implement and issue traffic citations for violations of occupant restraint laws during the enforcement campaigns. The CSP allocates funds to Troop Offices based on data including seat belt use, unrestrained fatality rates, and specific Troop goals.

For 2020, the plan includes soliciting and recruiting law enforcement agencies that participated in the 2019 *Click It or Ticke*t May Mobilization to again participate in the 2020 *Click It or Ticke*t May Mobilization.

List of Task for Participants & Organizations

First	Last	Agency/Organization
Maile	Gray	Drive Smart Colorado, Program Manager
Carol	Gould	Highway Safety Office (HSO), Highway Safety Manager/ Designated Occupant Protection Coordinator
Glenn	Davis	CDOT HSO Manager
Sklyler	McKinley	AAA Colorado, Director of Communications
Leslie	Chase	Colorado HVE Coordinator
Fran	Lanzer	MADD Colorado, Executive Director
Amy	Davey	Drive Smart Evergreen-Conifer, Executive Director
Ginna	Jones	Colorado Dept. of Public Health and Environment, MV Evaluator

Christine	Demont	Colorado Dept. of Public Health and Environment, MV Epidemiologist
Bob	Ticer	Loveland PD, Chief
Andrew	Karsian	CDOT Legislative Liaison
Matt	Packard	CSP Chief

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
FY20 CPS	CPS Inspection Stations
FY20 Program Support	Program Support

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

Planned inspection stations and/or events: **165**

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: **138**

Populations served - rural: **23**

Populations served - at risk: **33**

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

Child passenger safety technicians

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

Countermeasure Strategy
Child Restraint System Inspection Station(s)

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

Unique Identifier	Planned Activity Name
FY20 CPS	CPS Inspection Stations
FY20 Program Support	Program Support

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

Estimated total number of classes: **35**

Estimated total number of technicians: **150**

Maintenance of effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

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
Child Restraint System Inspection Station(s)
Communication Campaign
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
FY20 Public Relations	Communications and Outreach
FY20 OP HVE	Occupant Protection HVE
FY20 Program Support	Program Support

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 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:

Unique Identifier	Planned Activity Name
FY20 Public Relations	Communications and Outreach
FY20 OP HVE	Occupant Protection HVE
FY20 Program Support	Program Support
FY20 Teen Traffic Safety	Youth Peer-to-Peer Program

Occupant protection program assessment

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

Date of the NHTSA-facilitated assessment: **2/1/2019**

405(c) State traffic safety information system improvements grant

Traffic records coordinating committee (TRCC)

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

Meeting Date
2/21/2019
4/18/2019
6/20/2019

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

Name of State's Traffic Records Coordinator: **Alisa Babler**

Title of State's Traffic Records Coordinator: **Manager for the Crash Records Unit, CDOT**

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

List of TRCC members

Last, First Name		***Dept./ Unit***	***Database***	***Title***
Babler, Alisa		*CDOT*	Roadway, Crash	P.E., Data Intelligence Unit Manager
Bourget, David		*CDOT*	Roadway, Crash	405C Project Manager
Davis, Glenn		*CDOT*	Driver (DUI)	Highway Safety Manager
Demont, Christine		*CDPHE*	EMS / Injury	Injury Epidemiologist
Hendricks, Webster		*CDHS*	Driver (DUI)	Intervention Specialist
Gottsegen, Jonathan		*GOIT*	Roadway	Chief Data Officer
Santos, David		*CDPS*	Citation	Major; Manager–Staff Services Operations Director
Saxton, Molly		*Judicial*	Citation	Integrated Information Systems Coordinator
Snider, Phyllis		*CDOT*	Roadway	Data Management Unit Manager
Spinks, Scott		*DOR*	Driver	Operations Manager, Driver Control
Clayton, Paul		*CDOT*	Crash	Data Specialist

Close, *Mike*		*NHTSA*		Regional Program Manager
Doliboa, Beth		DRCOG	Roadway, Crash	Transportation Planner
Egal, Dahir		*FHWA*		State Safety Manager
Farr, Mike		*DPD*	Citation, Crash	Traffic Investigations Unit
Ferber, Kimberly		*CDOT*		Grants Specialist
Force, Robert		*CDPS*	Citation, Crash	Director – CO. Auto Theft Prevention
Graham, Albert		*NHTSA*		Regional Program Manager
Klitzsch, Ryan		*TRC/CS*	All	Senior Associate/Consultant
Lanigan, Lt. Jad		*APD*	Citation, Crash	Traffic Section Commander
Lynkiewicz, John		*CDPS*	Citation, Crash	Strategic Analysis & Business Research
MacKinnon, Greg		*DRCOG*		Trans. Operations Program Manager
McCarthy, Joe		*TRC/JDI*	All	Consultant
McLaughlin, Kathleen		*OIT*		Manager Business Applications
Miller, Susan		*CDE*		Lead Transportation Consultant
Meyer, Charles		*CDOT*	Crash	**State Traffic and Safety Engineer**
Northrop, Mark		*DRCOG*	Roadway, Crash	Transportation Planner
Railsback, Renee		*CLTAP*		Director
Simington, Doug		*CDOR*	Driver	Data Services Manager
Snider, Phyllis		*CDOT*	Roadway	Scint Programmer/Anlst
Sugita, Ryosuke		*DOR*	Driver	Administrative Assistant
Viitanen, Amber		*CDPHE*	EMS / Injury	Administrator
Wilcoxen, Tom		*FMCSA*		State Program Specialist
Wilson, Chris		*CDPS*	Citation, Crash, Vehicle/ Driver	Senior Crime Analyst

Traffic Records System Assessment

Data System	Assessment Recommendations
Strategic Planning	1. Strengthen the TRCC's abilities for strategic planning that reflect best practices identified in the Traffic Records Program Assessment Advisory.
Crash	1. Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. 2. Improve the data quality control program for the Crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
Vehicle	1. Improve the description and contents of the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. 2. Improve the data dictionary for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory. 3. Improve the procedures/ process flows for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. 4. Improve the interfaces with the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.
Driver	1. Improve the data dictionary for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory. 2. Improve the data quality control program for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
Roadway	1. Improve the data dictionary for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory. 2. Improve the interfaces with the Roadway data system that reflect best practices

	identified in the Traffic Records Program Assessment Advisory. 3. Improve the data quality control program for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
Citation/ Adjudication	1. Improve the applicable guidelines for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory. 2. Improve the data dictionary for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory. 3. Improve the data quality control program for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.
EMS/Injury Surveillance	1. Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory. 2. Improve the data quality control program for the Injury Surveillance systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.
Data Use and Integration	1. Improve the traffic records systems capacity to integrate data that reflects best practices identified in the Traffic Records Program Assessment Advisory.

No.	High Rank Question	Rating	Assessor Conclusion	Recommendation Status (as of May 1, 2019)	State Comments
Data System: Traffic Records					

Coordinating Committee Management					
3	Does the executive TRCC review and approve actions proposed by the technical TRCC?	Does not meet	The executive committee has given the technical committee the authority to carry out the MOU. An annual report is given to the executive committee. While this is a good tool for review, it doesn't support the efforts of reviewing and approving actions proposed by the technical TRCC.	No progress	
4	Does the TRCC include representation from the core data systems at both the executive and technical levels?	Partially meets	Colorado's TRCC (STRAC) shows a rounded representation of the core data systems. It is unclear if Colorado's STRAC is a 1 or a 2 level committee. There is some involvement at the executive level in core data systems.	Addressed - Pending action	There is some discussion now about potentially strengthening the coordination between the STRAC and the SHSP implementation which could involve more executive leadership.
10	Does the TRCC identify core system performance	Partially meets	The STRAC demonstrated performance measures in	Addressed - Significant progress	The TRCC has identified performance measures and is

	measures and monitor progress?		Crash, Roadway, and EMS. There were no active performance measures in three of the other systems (Driver, Citation, and Vehicle).		monitoring progress in updates to the Strategic Plan as well as the Annual Reports. Core data system leaders regularly report out.
17	Does the TRCC oversee quality control and quality improvement programs impacting the core data systems?	Does not meet	The STRAC exercises quality control and improvement over projects through collaboration with the involved State agencies, as well as using performance measures for oversight and funding. Unfortunately, there were no documentation of the quality control activities the TRCC actually provided.	Addressed - Some progress	The DOR DRIVES system is currently under development which will improve some of the QA/QC processes of crash reports submitted.
19	Does the TRCC use a variety of federal funds to strategically allocate resources for traffic records improvement projects?	Does not meet	The STRAC distributes only 405(c) funding. There are other funding sources available for traffic record projects. It does not appear that the State takes advantage of other funding sources for its	Addressed - Pending action	There may be opportunities to meet this objective by demonstrating that the DRIVE system is improving traffic records in Colorado, which is paid by state funds. There are also opportunities to utilize other federal funds such as CDLIP, 402, and

			traffic records projects.		Racial Profiling Incentive Funding to improve traffic records systems.
Data System: Strategic Planning					
22	Does the TRCC strategic plan identify strategies that address the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the six core data systems?	Does not meet	The strategic plan does not list specific projects or strategies which are identified as improving the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the six core data systems.	Addressed - Some progress	Strategic Plan includes strategies to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the six core data systems.
23	Does the TRCC strategic plan indicate what funds are used to undertake efforts detailed in the plan and describe how these allocations contribute to the plan's stated goals?	Does not meet	Specific funding sources and the allocation of funds are not detailed in the Strategic Plan. Annually, the STRAC matches funding to projects developed to achieve the goals set forth in the strategic plan. The STRAC reports back to the appropriate funding sources how the funds were used.	Addressed - Significant progress	The TRCC Annual Report outlines planned funding to improve traffic records projects and their goals.
24	Does the TRCC have a process for	Partially meets	The strategic plan references that the STRAC	Addressed - Significant progress	Addressed in the Strategic Plan the process used for

	prioritizing traffic records improvement projects in the TRCC strategic plan?		will evaluate projects annually for 405(c) funding (Strategic Plan Section 5). There is a formal process which the STRAC annually undertakes to approve, conditionally approve, or reject projects, and further provide rankings when projects exceed funding. However this process is not detailed in the strategic plan document.		prioritizing traffic records improvement projects is based on the latest assessment findings that were noted as "very important" and included in Appendix A.
25	Does the TRCC have a process for identifying performance measures and corresponding metrics for the six core data systems in the TRCC strategic plan?	Does not meet	While projects utilize performance measures, and measures are discussed in STRAC meetings, the strategic plan does not have specific performance measures.	Addressed - Some progress	Include a process for identifying performance measures for the six core data systems in the Strategic Plan.
28	Does the TRCC have a process for establishing timelines and responsibilities for projects in the TRCC	Does not meet	The STRAC strategic plan does not include a process for specific project controls, including timelines and designated	Addressed - Pending action	Annual updates to the Strategic Plan could be made to help address this objective of establishing timelines for projects funded by the TRCC.

	strategic plan?		responsibility, nor are specific projects explicitly discussed.		
29	Does the TRCC have a process for integrating State and local data needs and goals into the TRCC strategic plan?	Partially meets	Although the STRAC includes discussion with State and local data users, the State has not demonstrated a formal process to integrate the needs and goals of the users into the strategic plan.	Addressed - Significant progress	A survey was conducted of State and local users of their data needs for the revised Crash Reporting Form, DR 3447.
35	Is the TRCC's strategic plan reviewed and updated annually?	Does not meet	The State has created a high-level plan that is only updated every three years and does not include any specific projects. This plan should be supplemented with an annual component that includes projects, timelines, and specific system improvement measures.	Addressed - Completed	Annual updates to the Strategic Plan are now done on an ongoing basis to help address this objective.
Data System: Crash					
53	Do all law enforcement agencies submit their data to the statewide crash system	Does not meet	Only three agencies submit crash reports electronically (Colorado State Patrol, Aurora Police	Addressed - Some progress	Long term planning. As of 4/11/19 16 agencies were submitting electronically, with two more in the testing phase. Plans

	electronically?		Department and Longmont Police Department). All other crash reports are submitted via paper methods.		are to continually on-board interested agencies, as opportunity allows.
70	Are there integration performance measures tailored to the needs of data managers and data users?	Does not meet	There is no integration between various State systems. Therefore, there are no integration performance measures.	No progress	Long term planning.
72	Has the state established numeric goals—performance metrics—for each performance measure?	Partially meets	Most performance measures do not have set numeric goals, except to improve. CDOT strives for 100% of GPS coordinates for on-system crashes.	Addressed - Some progress	Address in the Strategic Plan performance measures for quantitative metrics for crash reporting related areas.
77	Are periodic comparative and trend analyses used to identify unexplained differences in the data across years and jurisdictions?	Does not meet	The State does not perform comparative or trend analysis.	Not addressed - Insufficient funding/resources	Annual updates to the Strategic Plan may help to address this objective.
79	Are data quality management reports provided to the TRCC for regular review?	Does not meet	No data quality management reports are provided to the TRCC for regular review.	No progress	Consider developing a QA/QC metric.

Data System: Vehicle					
82	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?	Does not meet	The State does not barcode vehicle registration documents, but it would be good to add 2D barcodes, such as PDF417, to these documents in the future.	Addressed - Completed	Have worked on including this on the DR 3447 to be implemented by DOR. Sample of the bar code has been mocked up and ready for deployment with DRIVES goes live.
84	Does the vehicle system query the National Motor Vehicle Title Information System (NMVTIS) before issuing new titles?	Partially meets	Manual queries of NMVTIS are conducted, but ideally this lookup in the future could be automated to reduce clerk lookup time and possible errors.	Addressed - Completed	Completed with DRIVES implementation.
89	Are the collection, reporting, and posting procedures for registration, title, and title brand information formally documented?	Does not meet	The State does not maintain documentation of collection, reporting, and posting procedures. Formal documentation of all affiliated title, registration, and brand procedures	Addressed - Significant progress	Strategic plan includes action items for developing high-level flow charts depicting the data process flow for vehicle data system information and updating current user manual documents.

			ensures reduced training and consistent application development and transparency.		
93	Does the State record and maintain the title brand history (previously applied to vehicles by other States)?	Does not meet	While Colorado does not currently have the appropriate brand history measures in place, new legislation appears to have passed that will allow this to be tracked appropriately in the near future.	Addressed - Completed	
100	If the driver and vehicle files are separate, is personal information entered into the vehicle system using the same conventions used in the driver system?	Partially meets	The Q100 documentation appropriately addressed data entry criteria for titles and registrations but did not cover driver licenses (DLs).	Addressed - Completed	Strategic plan includes action items for developing high-level flow charts depicting the data process flow for driver data system information and updating current user manual documents.
104	Is the vehicle system data processed in real-time?	Does not meet	Vehicle data is not processed in real-time, but the environment could be redesigned to do so in future versions of the system.	Addressed - Completed	After the DRIVES implementation in August 2018 vehicle data will be processed in real time.
116	Are periodic comparative and trend	Partially meets	Some trend analyses are performed using	Not addressed - Never	The state does not perform trend analyses.

	analyses used to identify unexplained differences in the data across years and jurisdictions?		data from the Department of Transportation summary data. Ideally this process needs to be formalized in the future and performed on a regular basis.	reviewed/considered	
118	Are data quality management reports provided to the TRCC for regular review?	Does not meet	Data quality management reports are not provided to the STRAC for review. It would be ideal in the some or all of the many data quality reviews were made available to the STRAC.	Not addressed - Time constraints/competing commitments	Consider developing a QA/QC metric.
Data System: Driver					
125	Are the contents of the driver system documented with data definitions for each field?	Does not meet	As stated by Colorado, each field is documented, but supporting documentation was not available for review.	Addressed - Some progress	Strategic plan includes action item to update current user manual documents.
126	Are all valid field values—including null codes—documented in the data dictionary?	Does not meet	Supporting documentation was not available for review.	Addressed - Some progress	Strategic plan includes action item to update current user manual documents.
143	Can the State's crash system be linked to the driver	Does not meet	The State crash and driver system may not be linked	Addressed - Completed	DRIVES will link the driver and the crash data once implemented. There

	system electronically?		electronically. It would be ideal in the future if the systems could be linked via common identifiers such as DL numbers.		will no longer be two separate systems. Completed with DRIVES implementation.
149	Does the custodial agency have the capability to grant authorized personnel from other States access to information in the driver system?	Does not meet	Other States may only access the Colorado driver system through the Problem Driver Pointer System. It would be ideal if States, particularly neighboring ones, had a read-only method of accessing Colorado's driver system.	Not addressed - Disagree with Recommendation	The DRIVES system allows for PDPS to exist for other states to access information, the system also links with AAMVA for out of state reporting. Colorado will be joining the AAMVA State 2 State program January 2020.
150	Is there a formal, comprehensive data quality management program for the driver system?	Does not meet	There is no formal data quality management system, but it would be useful for Colorado to look at developing one for the driver system.	Addressed - Some progress	Strategic plan includes action item to develop a formal data quality management system. Colorado will be joining S2S January 2020.
152	Are there timeliness performance measures tailored to the needs of data managers and data users?	Partially meets	The State has established a data import timeliness quality metric that meets its needs. However, other temporal data performance metrics are ideally needed if	Addressed - Some progress	The state cannot support a timeliness measure as the data provided is contingent upon the courts, law enforcement, and municipalities. Internal tracking and statute drive timeliness.

			they do not currently exist.		
153	Are there accuracy performance measures tailored to the needs of data managers and data users?	Partially meets	The State has established a baseline accuracy performance measure in that the processing personnel manually verify each document. However, automated data analysis needs to exist to determine the effectiveness of those processes.	No progress	The state would support education initiatives for partner entities that provide all the information which impacts the records. The state does not have the resources to manually verify each document for accuracy. The DRIVES system does check for statutory accuracy and rejects received information to the entity who sent the error.
154	Are there completeness performance measures tailored to the needs of data managers and data users?	Does not meet	There are no completeness performance measures. Regular data evaluations may unearth shortcuts that are taken by examiners.	No progress	See statement from #153 above.
156	Are there integration performance measures tailored to the needs of data managers and data users?	Does not meet	There are no integration performance measures, but such measures would be useful to determine the trends of the system and to ensure continuing system integrity.	Not addressed - Insufficient funding/resources	The integrity of the state system is provided by an outside vendor, FAST.
158	Has the state established numeric	Does not meet	The State has not established numeric goals	Addressed - Some progress	Strategic plan includes action item to establish numeric

	goals—performance metrics—for each performance measure?		for the performance measures.		goals for performance measures.
163	Are data quality management reports provided to the TRCC for regular review?	Does not meet	Data quality management reports are not provided to the STRAC for review.	No progress	Strategic plan includes action item to provide data quality management reports to the STRAC.
Data System: Roadway					
165	Are the roadway and traffic data elements located using a compatible location referencing system (e.g., LRS, GIS)?	Partially meets	Two referencing systems are currently used by Colorado DOT and they are not compatible. Currently, roadway and traffic data can be referenced to the legacy LRS of State-maintained roadways and can be referenced separately to the new LRS for all public roads. Translation between the two systems cannot currently be accomplished; however, a project is underway to	Addressed - Some progress	Strategic plan includes action item to implement the new Geographic Roadway Database Management System which went into production September 2016. However, have experienced several issues that have caused us problems. We are in the process of moving CDOT to a single LRS to eliminate the need for translation.

			develop this functionality.		
166	Is there an enterprise roadway information system containing roadway and traffic data elements for all public roads?	Does not meet	The location reference methodology used by CDOT's roadway information business systems is primarily compatible with the legacy LRS for State system roads. Crash data can only be located on State system roadways until the translation project is complete.	Addressed - Some progress	A plan is in development to collect all MIRE FDE's on public roadways in the state.
167	Does the State have the ability to identify crash locations using a referencing system compatible with the one(s) used for roadways?	Partially meets	Crash locations are easily referenced onto the CDOT legacy LRS for State-maintained roads. At this time, crash data cannot easily be displayed on the new LRS that includes all public roads. A project is underway that will enable this functionality in the future.	Addressed - Significant progress	Strategic plan includes action item to implement the new Geographic Roadway Database Management System, which went into production September 2016 and are using it for roadway and non-roadway data and LRS management.
168	Is crash data incorporated into the enterprise roadway information system for	Partially meets	CDOT has to manually incorporate crash data onto the LRS for State-maintained roadways. It can	Addressed - Significant progress	Strategic plan includes action item to implement the new Geographic Roadway Database Management System, which went

	safety analysis and management use?		then be incorporated with roadway data and used extensively for safety analysis and management use.		into production September 2016 and are using it for roadway and non-roadway data and LRS management. A project is underway to develop REST services/API to better integrate data from different systems with the LRS.
173	Does roadway data imported from local or municipal sources comply with the data dictionary?	Partially meets	All data from local and municipal sources comply with the data dictionary in the sense that all data submissions are required to meet a specific data schema.	Addressed - Pending action	Strategic plan includes action item to develop and public a comprehensive data dictionary.
174	Is there guidance on how and when to update the data dictionary?	Does not meet	No formal procedures exist for updating the metadata that is referenced as the data dictionary.	Addressed - Pending action	Strategic plan includes action item to develop and publish guidelines for update scheduling. Waiting for the deployment of the DRIVES system later in 2018.
175	Are the steps for incorporating new elements into the roadway information system (e.g., a new MIRE element) documented to show the flow	Partially meets	While there is no formal or documented process in existence for adding a new roadway information element, an informal but valuable process is in place.	Addressed - Pending action	Strategic plan includes action to establish a formal process work/flow for correction/updating of roadway and non-roadway data.

	of information?		When there is a business reason to add or change a roadway element, the group responsible will meet with all potentially affected units and identify any impacts of the change.		
176	Are the steps for updating roadway information documented to show the flow of information?	Does not meet	Colorado DOT has indicated that no process exists for how roadway data is updated in the business systems. Many of the individual roadway business systems do have documentation for collecting and editing data at the system level. However, since no enterprise GIS system is currently in place, procedures and workflows do not currently exist to ensure that changes are reflected as desirable in formal workflows.	Addressed - Completed	Strategic plan includes action to establish a formal process work/flow for correction/updating of roadway and non-roadway data.

180	Are there guidelines for collection of data elements as they are described in the State roadway inventory data dictionary?	Partially meets	The Colorado DOT has several guidelines in place that provide control of how the roadway data is collected for the State system of roadways. The ideal system would have a guideline for collection of data elements as they are described in the State roadway inventory data dictionary.	Addressed - Pending action	
181	Are the location coding methodologies for all State roadway information systems compatible?	Does not meet	The Colorado DOT management has issued a directive that mandates all business systems must use and be able to relate to the CDOT Unified LRS. This is a major step for any State DOT to take and CDOT should be commended for their directive towards consistency and compatibility of systems. However, the CDOT Unified LRS is for State-maintained	Addressed - Some progress	All Roads network is in place and being managed. A proposal for CDOT to move away from the old Legacy LRS to the All Roads LRS is in progress. This will allow greater integration across multiple systems.

			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.		
182	Are there interface linkages connecting the State's discrete roadway information systems?	Does not meet	There are currently no interface linkages between different systems. Linkage can only be provided manually.	Addressed - Pending action	CDOT is working towards developing REST services/API to allow integration/linkage between separate systems.
186	Do Roadway system data managers regularly produce and analyze data quality reports?	Partially meets	Data system managers use domains and business rules to aid in data quality control in an effort to endure that only valid data is entered into the systems. However, most of the processes must be manually triggered and may be done so at the time of data publication. Errors identified are sent to the person responsible for correction.	No progress	

187	Is the overall quality of information in the Roadway system dependent on a formal program of error/edit checking as data is entered into the statewide system?	Partially meets	Colorado DOT does appear to have a program with robust tools that can perform error and edit checking on roadway data and LRS linework. However, many of the data systems have manual business rules in place that must be run after data is consumed into the systems to identify data inconsistencies.	Addressed - Significant progress	Significant and robust data validations are currently a part of the editing workflows. These validations include network topology as well as business data checks.
188	Are there procedures for prioritizing and addressing detected errors?	Does not meet	No procedures are in place that would provide guidance on how to handle errors once they are found. Informal procedures are in place to ensure that LRS errors are fixed immediately once found.	Addressed - Significant progress	CDOT will continue to refine these procedures to ensure data quality.
189	Are there procedures for sharing quality control information with data collectors through individual and agency-level feedback and training?	Does not meet	Data collectors receive no feedback or training as a result of the data quality control efforts that take place.	No progress	

190	Is there a set of established performance measures for the timeliness of the State enterprise roadway information system?	Does not meet	The Colorado DOT has not established any performance measures for the roadway information system.	Addressed - Pending action	Strategic plan includes action item to identify roadway performance measures.
192	Is there a set of established performance measures for the accuracy of the State enterprise roadway information system?	Does not meet	There are no performance measures for accuracy on State roads.	Addressed - Pending action	Strategic plan includes action item to identify roadway performance measures.
194	Is there a set of established performance measures for the completeness of the State enterprise roadway information system?	Does not meet	The Colorado DOT has not established any performance measures for completeness for the roadway information system.	Addressed - Pending action	Strategic plan includes action item to identify roadway performance measures.
196	Is there a set of established performance measures for the uniformity of the State enterprise roadway information system?	Does not meet	The Colorado DOT has not established any uniformity performance metrics for the roadway information system.	No progress	
198	Is there a set of established performance measures for the	Does not meet	Performance measures have not been established for any part of the	No progress	

	accessibility of State enterprise roadway information systems?		roadway information system as it relates to State-maintained roadways.		
200	Is there a set of established performance measures for the integration of State enterprise roadway information systems and other critical data systems?	Does not meet	There are no performance measures for integration of roadway Information with other critical data systems.	No progress	
201	Is there a set of established performance measures for the integration of the roadway data maintained by regional and local custodians (municipalities, MPOs, etc.) and other critical data systems?	Does not meet	There are no performance measures for integration of roadway information captured by locals with other critical data systems.	No progress	
Data System: Citation / Adjudication					
204	Is there a statewide authority that assigns unique citation numbers?	Does not meet	No specific State agency has been given authority to assign unique citation numbers.	No progress	Each law enforcement agency assigns their own citation number.

207	Are the courts' case management systems interoperable among all jurisdictions within the State (including local, municipal and State)?	Partially meets	The State has two case management systems. The first manages the State courts and the other is operational in only two of the municipal courts.	No progress	The state case management system operates in all state courts and two municipal courts.
208	Is citation and adjudication data used for traffic safety analysis to identify problem locations, areas, problem drivers, and issues related to the issuance of citations, prosecution of offenders, and adjudication of cases by courts?	Partially meets	Law enforcement analyzes citation data to develop traffic safety analysis plans. This data is used to identify problem locations, areas, problem drivers, and issues related to the issuance of citations or prosecution of offenders. The law enforcement agencies currently do not utilize adjudication data in the development of traffic safety plans.	No progress	The Judicial Branch does not analyze traffic data for safety.
221	Are the citation system data dictionaries up to date and consistent with the field	Partially meets	The only data dictionary that is used is the one published by the State Judicial agency. There was no evidence	No progress	Judicial does not know of a data dictionary published by them. Unclear if this question about data transfers or written citations?

	data collection manual, training materials, coding manuals, and corresponding reports?		provided to indicate how it is kept up to date or documentation regarding data collection manuals, training manuals and coding manuals.		
222	Do the citation data dictionaries indicate the data fields that are populated through interface linkages with other traffic records system components?	Does not meet	The State was unable to indicate the data fields that are populated through interface linkages with other traffic records system components.	No progress	Judicial does not know of a data dictionary published by them.
223	Do the courts' case management system data dictionaries provide a definition for each data field?	Does not meet	State and municipal courts use different systems and have different data dictionaries.	No progress	Judicial does not know of a data dictionary published by them.
227	Can the State track citations from point of issuance to posting on the driver file?	Does not meet	The State cannot track citations from point of issuance to posting to the driver file because there is not a citation system that interfaces between all ticketing agencies,	Addressed - Significant progress	Judicial can track citations that have been filed with the court and then transferred to DMV through a query.

			judicial branch, and the DMV.		
232	Does the State have a system for tracking traffic citations for juvenile offenders?	Partially meets	The State has a system for tracking traffic citations for juvenile offenders just as it does for adults. However, the State was unable to provide a flow chart documenting the process for minor offenders.	No progress	Judicial does not file juvenile traffic offenders any differently than an adult traffic offender. We can query cases based on a person's date of birth to determine if they are a juvenile, but we do not file them any differently than an adult.
245	Is there a set of established performance measures for the accuracy of the citation systems?	Does not meet	The State does not have a set of established performance measures to track the accuracy of the citation system.	No progress	Unclear if this is about data transfers or written citations.
251	Is there a set of established performance measures for the accuracy of the adjudication systems?	Partially meets	Audits are performed on the data entered in the adjudication system, although it is unclear exactly what is being audited for accuracy purposes.	Addressed - Some progress	The audits compare ticket data to what was entered into the case management system.
254	In States that have an agency responsible for issuing unique citation numbers, is information on intermediate dispositions (e.g.,	Does not meet	The State does not have a designated agency responsible for the issuance of unique citation numbers.	No progress	

	deferrals, dismissals) captured?				
Data System: EMS / Injury Surveillance					
256	Does the injury surveillance system include EMS data?	Partially meets	A limited version of EMS data is available.	Addressed - Some progress	The State moved from the National EMS Information System, Version 2 (NEMSIS v2) to NEMSIS v3. The injury surveillance system at the State now includes expanded data elements to capture more complete information on patients injured in motor vehicle crashes.
260	Does the injury surveillance system include rehabilitation data?	Does not meet	Colorado's injury surveillance system does not include rehabilitation data.	No progress	
263	Does the EMS system track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?	Partially meets	The State EMS data includes information (primary impression, cause of injury) on persons involved in motor vehicle crashes but not level of injury severity which can be found in the trauma registry data.	Addressed - Pending action	The new NEMSIS v3 database system includes more comprehensive data on the type and severity of injuries sustained from motor vehicle crash.

264	Does the emergency department data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?	Partially meets	The State emergency department data provides a principal diagnosis (nature of injury) and 86-89% of the records contain an external cause of injury code, identifying if the external cause was MV related. Injury severity scores (AIS, ISS) are not part of the emergency department data.	No progress	
265	Does the hospital discharge data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?	Partially meets	The State hospital discharge data contains a primary diagnosis (nature of injury) and 86-89% of the records contain an external cause of injury code. The hospital discharge data does not contain any injury severity scores.	Addressed - Pending action	Strategic plan includes action item to compile and distribute an annual report on the percentage of injury records that have external cause of injury.
266	Does the trauma registry data track the frequency, severity, and nature of injuries sustained in motor vehicle	Does not meet	The State indicated that trauma registry data does track the frequency, severity, and nature of injuries sustained in motor vehicle crashes, but	Addressed - Pending action	Strategic plan includes action item to compile and share relevant documentation.

	crashes in the State?		supporting documentation was not available for review.		
277	Are Abbreviated Injury Scale (AIS) and Injury Severity Scores (ISS) derived from the State trauma registry for motor vehicle crash patients?	Partially meets	The State indicates that Abbreviated Injury Scale (AIS) and Injury Severity Scores (ISS) are derived from the State trauma registry for motor vehicle crash patients. The State has reportedly used ISS for unrestrained children involved in motor vehicle crashes, but supporting documentation was not available for review.	Addressed - Pending action	Strategic plan includes action item to compile and share relevant documentation.
282	Does the EMS system have formal documentation that provides a summary dataset—characteristics, values, limitations and exceptions, whether submitted or user created—and how it is collected,	Does not meet	The State does not maintain formal documentation that provides a summary dataset and the process for data collection, management, and maintenance.	Addressed - Pending action	Strategic plan includes action item to compile and share relevant documentation.

	managed, and maintained?				
284	Does the emergency department dataset have formal documentation that provides a summary dataset—characteristics, values, limitations and exceptions, whether submitted or user created—and how it is collected, managed, and maintained?	Does not meet	The State does not have formal documentation - summary dataset, data collection, management, maintenance processes - for the emergency department data.	Addressed - Pending action	Strategic plan includes action item to compile and share relevant documentation.
286	Does the hospital discharge dataset have formal documentation that provides a summary dataset—characteristics, values, limitations and exceptions, whether submitted or user created—and how it is collected, managed, and maintained?	Does not meet	The State does not have formal documentation - summary dataset, data collection, management, maintenance processes - for the hospital discharge data.	Addressed - Pending action	Strategic plan includes action item to compile and share relevant documentation.
290	Does the vital records system have formal documentation	Does not meet	The State does not have formal documentation providing a	Addressed - Pending action	Strategic plan includes action item to compile and share

	that provides a summary dataset—characteristics, values, limitations and exceptions, whether submitted or user created—and how it is collected, managed, and maintained?		summary dataset and the process for the collection, management, and maintenance of the data.		relevant documentation.
295	Is there a process flow diagram that outlines the emergency department data's key data process flows, including inputs from other systems?	Does not meet	The State indicates that there is not a process flow diagram that outlines the emergency department's key data process flows.	No progress	
296	Is there a process flow diagram that outlines the hospital discharge data's key data process flows, including inputs from other systems?	Does not meet	The State indicates that there is not a process flow diagram that outlines the hospital discharge system's key data process flows.	No progress	
297	Is there a process flow diagram that outlines the trauma registry's key data process flows,	Partially meets	The State indicates that there is not a process flow diagram that outlines the trauma registry's key data process	No progress	

	including inputs from other systems?		flows. However, a narrative was provided.		
300	Does the trauma registry have documented procedures for collecting, editing, error checking, and submitting data?	Partially meets	The State described their process for the collection and submission of trauma data and how and when the data is validated.	Addressed - Pending action	Strategic plan includes action item to develop, compile, and share data quality management reports as applicable for the EMS, trauma, and vital records data systems that CDPHE manages.
302	Are there documented procedures for returning data to the reporting EMS agencies for quality assurance and improvement (e.g., correction and resubmission)?	Partially meets	There are undocumented procedures for returning data to the EMS agencies for quality improvement and assurance. However, the State describes quarterly completion reports distributed to EMS agencies for data verification, but supporting documentation for correction and re-submission was not available for review.	Addressed - Pending action	Strategic plan includes action item to compile and share relevant documentation.
303	Are there documented procedures for returning data to the reporting	Does not meet	The State does not have documented procedures for returning data to the reporting	No progress	

	emergency departments for quality assurance and improvement (e.g., correction and resubmission)?		emergency departments for quality assurance and improvement.		
304	Are there documented procedures for returning hospital discharge data to the reporting hospitals for quality assurance and improvement (e.g., correction and resubmission)?	Does not meet	The State indicates that the Colorado Hospital Association would have procedures for returning hospital discharge data to the reporting hospitals for quality assurance and improvement, but supporting documentation was not available for review.	Addressed - Pending action	Strategic plan includes action item to compile and share relevant documentation.
305	Are there documented procedures for returning trauma data to the reporting trauma center for quality assurance and improvement (e.g., correction and resubmission)?	Partially meets	Trauma data frequency distributions are sent annually to trauma facilities for quality assurance, comparison, and trend analysis purposes. Trauma records cannot be submitted unless all fields pass the edit and error-checks.	No progress	

313	Is there an interface between the EMS data and the trauma registry data?	Does not meet	The State does not have an interface between the EMS data system and the trauma registry data system.	Addressed - Pending action	Strategic plan includes an action item to identify mutually beneficial projects for data integration.
317	Are there formally documented processes for returning rejected EMS patient care reports to the collecting entity and tracking resubmission to the statewide EMS database?	Partially meets	The State does not have formally documented processes for returning rejected EMS patient care reports to the collecting entity and tracking re-submission to the Statewide EMS database. Rather the State has an informal email or phone communication process.	No progress	
319	Are there accuracy performance measures tailored to the needs of EMS system managers and data users?	Does not meet	The State indicates that there are accuracy performance measures tailored to the needs of EMS system managers and data users. However, there do not appear to be predetermined performance measures against which progress can be measured.	Addressed - Pending action	Strategic plan includes an action item to develop and document performance measures for the EMS, trauma, and vital records data systems.

322	Are there integration performance measures tailored to the needs of EMS system managers and data users?	Does not meet	The State indicates that there are integration performance measures tailored to the needs of EMS system managers and data users, but it is unclear what other data to which the EMS data is linked/integrated.	Addressed - Pending action	Strategic plan includes an action item to develop and document performance measures for the EMS, trauma, and vital records data systems.
323	Are there accessibility performance measures tailored to the needs of EMS system managers and data users?	Does not meet	The State indicates that there are accessibility performance measures tailored to the needs of EMS system managers and data users, but supporting documentation was not available for review.	Addressed - Pending action	Strategic plan includes an action item to develop and document performance measures for the EMS, trauma, and vital records data systems.
325	Is there performance reporting for the EMS system that provides specific timeliness, accuracy, and completeness feedback to each submitting entity?	Does not meet	The State does not provide performance reporting or feedback on timeliness, accuracy, and completeness to the submitting entities.	Addressed - Pending action	Strategic plan includes an action item to develop and document performance measures for the EMS, trauma, and vital records data systems.

326	Are high frequency errors used to update EMS system training content, data collection manuals, and validation rules?	Partially meets	The State indicates that high frequency errors are used to update EMS system training content and places a high level of importance on this. High frequency errors are used to inform data collection manuals and validation rules as well, but supporting documentation was not available for review.	No progress	
331	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	The State purchases the emergency department and hospital discharge data from the Colorado Hospital Association (CHA). The CHA maintains the documentation for edit checks and validation rules that happen at the hospital (emergency department and hospital discharge data) and CHA levels	Addressed - Pending action	Strategic plan includes action item to compile and share relevant documentation.

			(hospital discharge only) and that supporting documentation was not available for review.		
333	Are there formally documented processes for returning rejected emergency department and hospital discharge records to the collecting entity and tracking resubmission to the statewide emergency department and hospital discharge databases?	Does not meet	The State purchases the emergency department and hospital discharge data from the Colorado Hospital Association (CHA) and does not have access to the processes and procedures of the CHA.	Addressed - Pending action	Strategic plan includes an action item to develop, compile, and share data quality management reports as applicable for the EMS, trauma, and vital records data systems.
334	Are there timeliness performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	Does not meet	The emergency department and hospital discharge data are purchased from the Colorado Hospital Association. The State does not have the authority to institute timeliness performance measures	No progress	

			tailored to the needs of emergency department and hospital discharge database managers and data users.		
335	Are there accuracy performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	Does not meet	The State does not have the authority to institute accuracy performance measures tailored to the needs of emergency department and hospital discharge database managers and data users.	No progress	
336	Are there completeness performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	Does not meet	The State does not have the authority to institute completeness performance measures tailored to the needs of emergency department and hospital discharge database managers and data users.	No progress	
337	Are there uniformity performance measures tailored to the	Does not meet	The State does not have the authority to institute uniformity	No progress	

	needs of emergency department and hospital discharge database managers and data users?		performance measures tailored to the needs of emergency department and hospital discharge database managers and data users.		
338	Are there integration performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	Does not meet	The State does not have integration performance measures tailored to the needs of emergency department and hospital discharge database managers and data users.	Addressed - Pending action	Strategic plan includes an action items to develop and document performance measures for integration.
339	Are there accessibility performance measures tailored to the needs of emergency department and hospital discharge database managers and data users?	Does not meet	The State does not have the authority to institute accessibility performance measures tailored to the needs of emergency department and hospital discharge database managers and data users.	No progress	
341	Is there performance reporting for the emergency department	Does not meet	The emergency department and hospital discharge data are purchased	No progress	

	and hospital discharge databases that provides specific timeliness, accuracy, and completeness feedback to each submitting entity?		from the Colorado Hospital Association. The State is not involved in any performance reporting or feedback to the submitting entities.		
342	Are high frequency errors used to update emergency department and hospital discharge database training content, data collection manuals, and validation rules?	Does not meet	The State can make note of any errors in the data but is not involved in identifying high frequency errors or using those errors to inform training content.	No progress	
347	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	Clinical Data Management (CDM) works with the State to ensure the data in the Trauma Registry meets the criteria for defining a trauma patient. However, it is unclear if this work includes automated edit checks and validation rules.	No progress	
349	Are there formally documented	Partially meets	There are no formally documented	No progress	

	processes for returning rejected data to the collecting entity and tracking resubmission to the statewide trauma registry?		processes for returning rejected data to the collecting entity and tracking re-submission to the Statewide trauma registry. Rather an informal process is in place utilizing phone or email contact.		
350	Are there timeliness performance measures tailored to the needs of trauma registry managers and data users?	Does not meet	Annual trauma data reports that include timeliness performance measures are provided to facility managers. It is unclear whether there are formal performance measures, and if so, whether they are used to inform decision making.	Addressed - Pending action	Strategic plan includes an action item to develop and document performance measures for the EMS, trauma, and vital records data systems.
351	Are there accuracy performance measures tailored to the needs of trauma registry managers and data users?	Does not meet	The State indicates that there are accuracy performance measures tailored to the needs of trauma registry managers and data users in the form of an annual report to each trauma	Addressed - Pending action	Strategic plan includes an action item to develop and document performance measures for the EMS, trauma, and vital records data systems.

			facility manager, but supporting documentation was not available for review.		
352	Are there completeness performance measures tailored to the needs of trauma registry managers and data users?	Does not meet	While it seems that the State can generate reports for trauma managers if they have specific performance measures, supporting documentation was not available for review.	Addressed - Pending action	Strategic plan includes an action item to develop and document performance measures for the EMS, trauma, and vital records data systems.
353	Are there uniformity performance measures tailored to the needs of trauma registry managers and data users?	Does not meet	While it seems that the State can generate reports for trauma managers if they have specific performance measures, supporting documentation was not available for review.	Addressed - Pending action	Strategic plan includes an action item to develop and document performance measures for the EMS, trauma, and vital records data systems.
354	Are there integration performance measures tailored to the needs of trauma registry managers and data users?	Does not meet	The State did not indicate if it has integration performance measures tailored to the needs of trauma registry managers and data users.	Addressed - Pending action	Strategic plan includes an action item to develop and document performance measures for the EMS, trauma, and vital records data systems.
355	Are there accessibility performance measures	Does not meet	The State's response is unclear, it references	Addressed - Pending action	Strategic plan includes an action item to develop and document

	tailored to the needs of trauma registry managers and data users?		annual reports as a source of accessibility performance measures but does not address the status or use.		performance measures for the EMS, trauma, and vital records data systems.
357	Is there performance reporting for the trauma registry that provides specific timeliness, accuracy, and completeness feedback to each submitting entity?	Does not meet	The State works with Clinical Data Management to ensure all data meets specific criteria for performance reporting, but supporting documentation was not available for review.	Addressed - Pending action	Strategic plan includes an action item to develop and document performance measures for the EMS, trauma, and vital records data systems.
366	Are there timeliness performance measures tailored to the needs of vital records managers and data users?	Does not meet	The State Center for Health and Environmental Data Registration and Quality Assurance program adheres to timeliness standards set by the National Center for Health Statistics (NCHS) and CDC contract, but supporting documentation was not available for review.	Addressed - Pending action	Strategic plan includes an action item to develop and document performance measures for the EMS, trauma, and vital records data systems.
367	Are there accuracy performance measures tailored to the	Does not meet	The State indicates that it follows the guidelines set by the National	Addressed - Pending action	Strategic plan includes an action item to develop and document performance

	needs of vital records managers and data users?		Center for Health Statics (NCHS) and CDC and conducts quality control reviews for accuracy on a regular basis, but supporting documentation was not available for review.		measures for the EMS, trauma, and vital records data systems.
368	Are there completeness performance measures tailored to the needs of vital records managers and data users?	Does not meet	The State responds that it finalizes the completeness of data as set by the National Center for Health Statistics (NCHS) and CDC contract and conducts quality control reviews on a regular basis for completeness, but supporting documentation was not available for review.	Addressed - Pending action	Strategic plan includes an action item to develop and document performance measures for the EMS, trauma, and vital records data systems.
369	Are there uniformity performance measures tailored to the needs of vital records managers and data users?	Does not meet	It is unclear as to whether or not the State has established uniformity performance measures tailored to the needs of vital records managers and data users.	Addressed - Pending action	Strategic plan includes an action item to develop and document performance measures for the EMS, trauma, and vital records data systems.

370	Are there integration performance measures tailored to the needs of vital records managers and data users?	Does not meet	The State indicates that it does not have integration performance measures at this time.	Addressed - Pending action	Strategic plan includes an action item to develop and document performance measures for the EMS, trauma, and vital records data systems.
371	Are there accessibility performance measures tailored to the needs of vital records managers and data users?	Does not meet	The Colorado Department of Public Health and Environment conducts a customer satisfaction survey to solicit periodic feedback from data users. However, it is unclear if accessibility measures are in place.	Addressed - Pending action	Strategic plan includes an action item to develop and document performance measures for the EMS, trauma, and vital records data systems.
373	Is there performance reporting for vital records that provides specific timeliness, accuracy, and completeness feedback to each submitting entity?	Does not meet	The Colorado Department of Public Health and Environment, Center for Health and Environmental Data Training & Field program conducts audits, reviews timely reports, and provides feedback and/or certificate awards to offices on a quarterly and annually basis, but supporting	Addressed - Pending action	Strategic plan includes an action item to compile and share relevant data quality and assurance documentation.

			documentation was not available for review.		
374	Are high frequency errors used to update vital records training content, data collection manuals, and validation rules?	Does not meet	The State uses high frequency errors to update vital records training content, data collection manuals, and validation rules, but supporting documentation was not available for review.	No progress	
Data System: Data Use and Integration					
381	Does the State have a formal traffic records system inventory that identifies linkages useful to the State and data access policies?	Does not meet	While each agency maintains information on their data systems, there is no formal, comprehensive inventory. It is anticipated that this task will be assigned to the Traffic Records Coordinator when that position is filled.	Addressed - Some progress	A traffic records inventory was completed. Howeve r, with the DRIVES system coming online later in 2019 data linkages across platforms may once again potentially need to be conducted.
383	Is driver data integrated with crash data for specific analytical purposes?	Does not meet	The Colorado Department of Transportation extracts driver and vehicle data from the Department of	Addressed - Significant progress	Strategic plan includes a strategy to integrate the crash data system with the driver and vehicle data systems.

			Revenue for analysis. However, the driver information from the crash file is not linked to the driver file to provide additional information related to license date, class, or status.		At the DOR, the new DRIVES project will link the crash, driver and vehicle files. That project is underway now; to be completed in 2019.
384	Is vehicle data integrated with crash data for specific analytical purposes?	Does not meet	Vehicle data is extracted from the Department of Revenue for analysis but specific linkages to the vehicle system are not in place at this time.	Addressed - Some progress	Strategic plan includes a strategy to integrate the crash data system with the driver and vehicle data systems. At the DOR, the new DRIVES project will link the crash, driver and vehicle files. That project is underway now; to be completed in 2019.
386	Is citation and adjudication data integrated with crash data for specific analytical purposes?	Does not meet	Colorado does not currently conduct analysis linking crash with citation and adjudication data. Crash and citation data are not currently being integrated for analytical purposes.	No progress	The Judicial Branch no longer participates in the TRCC, currently looking for opportunities to re-engage dialog with them to come up with a statewide citation database solution.
387	Is injury surveillance data integrated with crash data for specific	Partially meets	Crash data has been integrated with injury surveillance data in the past but is	Addressed - Pending action	Strategic plan includes an action item to identify mutually beneficial projects for data integration.

	analytical purposes?		not conducted on a regular basis.		

These recommendations are incorporated into the 2016-2019 Strategic Plan to improve the state's traffic records system. Findings from the Traffic Records Assessment noted as "somewhat important" or "less important" could be elevated to high priority within a few years in future revisions of this plan once other accomplishments have been achieved. As priorities evolve and benchmarks are achieved for high priority findings they will trigger the prioritization of others and the establishment of performance measures.

According to 23 CFR Part 1300, §1200.22, States are required to list the recommendations from its most recent traffic records assessment and an explanation of how the State intends to address each recommendation. Appendix A of the Traffic Records Strategic Plan identifies the Traffic Records Assessment recommendations that Colorado did not meet or only partially met that were also noted as "very important" in the assessment, as well as the current implementation status as of April 2016. The entire traffic records assessment can also be found on the Colorado STRAC website .

Traffic Records for Measurable Progress

Addressing Recommendations:

Strategic Planning Recommendations

1. Strengthen the TRCC's abilities for strategic planning that reflect best practices identified in the Traffic Records Program Assessment Advisory. **Status**: addressing

Associated Grant project: Traffic Records Coordinator (TRC)

Activities:

CDOT/STRAC -Hire a TRC contractor to assist with TRCC and strategic planning tasks.
TRC -Develop and maintain performance measures based on recommendations from the Traffic Records Assessment.

The STRAC identified areas for improvement using the following methodology:

1. Identified Traffic Records Assessment recommendations that Colorado did not meet or only partially met which were also noted as "very important" in the assessment.
2. Compared recommendations with the previous strategic plan to identify which of the current plan performance measures are addressing the recommendations.
3. Recommendations that do not have a performance measure were identified as improvement areas for the STRAC to address.
4. Examined opportunity areas from the assessment to identify additional improvement areas.

Planned Activities (2020):

Continue work on strategic planning, including re-write of the Traffic Records Strategic Plan.
Help law enforcement agencies to achieve electronic submission of crash reports
Contribute to the 2020 TR Assessment, scheduled to begin in September, 2019.

Performance Measure(s):
Increase the number of police agencies that electronically submit crash reports into DMV/DOR.

Crash Recommendations

1. Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **Status:** addressing

Associated project: DOR – (not 405C funded) Colorado Driver License, Record, Identification and Vehicle Enterprise Solution (DRIVES)

Activities:
Replace the outdated Driver License System (DLS) and Colorado State Titling and Registration System (CSTARS). The primary goal of this project is to provide a flexible, reliable, accurate and integrated solution for driver and vehicle services, as well as business licensing and revenue accounting.

Planned Activities (2020):
Continue work on implementation of the DRIVES system
This project requires coordination from STRAC members to ensure it meets the needs of data providers and users, most notably the revision of the current crash form and manual. STRAC members, as well as stakeholders from across the state, have completed the revision of the crash form (DR 3447) to be incorporated into the Colorado DRIVES solution in late 2019. The new crash form captures more robust crash data for analysis in developing countermeasures to reduce crashes in the State.

Performance Measure(s):
Increase the integration, accuracy and completeness of the crash file.

1. Improve the data quality control program for the Crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Status: addressing

Associated project: DOR – (not 405C funded) DRIVES

Activities:
Replace the outdated DLS and CSTARS. The primary goal of this project is to provide a flexible, reliable, accurate and integrated solution for driver and vehicle services.

Planned Activities (2020):

Continue work on implementation of the DRIVES system
This project requires coordination from STRAC members to ensure it meets the needs of data providers and users, most notably the revision of the current crash form and manual. STRAC members, as well as stakeholders from across the state, have completed the revision of the crash form (DR 3447) to be incorporated into the Colorado DRIVES solution in late 2019. The new crash form captures more robust crash data for analysis in developing countermeasures to reduce crashes in the State.

Performance Measure(s):
Increase the integration, accuracy and completeness of the crash file.

Associated 405C Grant project: Traffic Records Coordinator (TRC)

Planned Activities (2020):
Work with law enforcement agencies to achieve electronic submission of crash reports
Work with DOR and STRAC to implement the revision of the crash form (DR 3447)
Performance Measure(s):
Increase the number of police agencies that electronically submit crash reports into DMV/DOR.
Increase the timeliness, accuracy and completeness of the crash file.

Vehicle Recommendations

1. Improve the description and contents of the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **Status:** addressing

Associated project: DOR (not 405C) DRIVES

Activities:
Replace the outdated DLS and CSTARS. The primary goal of this project is to provide a flexible, reliable, accurate and integrated solution for driver and vehicle services.

Planned Activities (2020):
Continue work on implementation of the DRIVES system.
This project requires coordination from STRAC members to ensure it meets the needs of data providers and users, most notably the revision of the current crash form and manual. STRAC members, as well as stakeholders from across the state, have completed the revision of the crash form (DR 3447) to be incorporated into the Colorado DRIVES solution in late 2019. The new crash form captures more robust crash data for analysis in developing countermeasures to reduce crashes in the State.

Performance Measure(s):
Increase the integration, accuracy and completeness of the vehicle file.

1. Improve the procedures/ process flows for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **Status**: addressing

Associated project: DOR - (not 405C) DRIVES

Activities:

Replace the outdated DLS and CSTARS. The primary goal of this project is to provide a flexible, reliable, accurate and integrated solution for driver and vehicle services.

Planned Activities (2020):

Continue work on implementation of the DRIVES system.

This project requires coordination from STRAC members to ensure it meets the needs of data providers and users, most notably the revision of the current crash form and manual. STRAC members, as well as stakeholders from across the state, have completed the revision of the crash form (DR 3447) to be incorporated into the Colorado DRIVES solution in late 2019. The new crash form captures more robust crash data for analysis in developing countermeasures to reduce crashes in the State.

Performance Measure(s):

Increase the integration, accuracy and completeness of the vehicle file.

1. Improve the interfaces with the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **Status:** addressing

Associated project: DOR – (not 405C) DRIVES

Activities:

Replace the outdated DLS and CSTARS. The primary goal of this project is to provide a flexible, reliable, accurate and integrated solution for driver and vehicle services.

Planned Activities (2020):

Continue work on implementation of the DRIVES system.

This project requires coordination from STRAC members to ensure it meets the needs of data providers and users, most notably the revision of the current crash form and manual. STRAC members, as well as stakeholders from across the state, have completed the revision of the crash form (DR 3447) to be incorporated into the Colorado DRIVES solution in late 2019. The new crash form captures more robust crash data for analysis in developing countermeasures to reduce crashes in the State.

Performance Measure(s):

Increase the integration, accuracy and completeness of the vehicle file.

Driver Recommendations

1. Improve the data quality control program for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory. **Status:** addressing

Associated project: DOR – (not 405C) DRIVES

Activities:

Replace the outdated DLS and CSTARS. The primary goal of this project is to provide a flexible, reliable, accurate and integrated solution for driver and vehicle services.

Planned Activities (2020):

Continue work on implementation of the DRIVES system.

This project requires coordination from STRAC members to ensure it meets the needs of data providers and users, most notably the revision of the current crash form and manual. STRAC members, as well as stakeholders from across the state, have completed the revision of the crash form (DR 3447) to be incorporated into the Colorado DRIVES solution in late 2019. The new crash form captures more robust crash data for analysis in developing countermeasures to reduce crashes in the State.

Performance Measure(s):

Increase the integration, accuracy and completeness of the driver file.

Roadway Recommendations

1. Improve the data dictionary for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory. **Status:** addressing

Associated project: No specific project is designated to assist with this recommendation at this time.

Activities:

The data dictionary has been improved by documenting the schema for all 88 roadway related events.

Planned Activities (2020):

The Colorado DOT has developed a plan, to collect or obtain Fundamental Data Elements (FDEs) currently not collected for the Model Inventory of Roadway Elements (MIRE) on all public roads. A study has been performed to determine these missing elements, and a plan was developed to collect the remaining FDEs, many from local agencies. The Colorado DOT anticipates that this work will be completed in 2020.

Performance Measures:

Dictionary is published and stored in a central location accessible by data users.

1. Improve the interfaces with the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **Status:** addressing

Associated Project: (Not 405c funded) Geographic Roadway Database Management System (GRDMS) REST Services and API implementation

Activities:
Develop and implement REST Services and API to improve system integrations across a variety of business systems to facilitate the exchange of location information and data sharing.

Planned Activities (Completed):
Collaborate with ESRI and Transcend Spatial Solutions to develop and implement services

Performance Measure:
Increase the integration of roadway location information and data sharing across business systems.

1. Improve the data quality control program for the Roadway data system that reflects best practices identified in the Traffic Records (TR) Program Assessment Advisory. **Status:** addressing

Associated Project:(Not 405C funded) Geographic Roadway Database Management System (GRDMS) data validation

Activities:
Continue to refine automated business rule validations and data review procedures.

Planned Activities:
This project is ongoing and will constantly be under review to adjust and revise as needed.

Performance Measures:
Improved ability to detect and correct errors, as they occur, to improve the accuracy and completeness of roadway related data.

Citation / Adjudication Recommendations

1. Improve the applicable guidelines for the Citation and Adjudication systems that reflect best practices identified in the TR Program Assessment Advisory. **Status:** addressing

Associated 405C Grant project: Traffic Records Coordinator (TRC)

Activities:
TRC met with the Judicial Branch, CSP, STRAC and the Colorado District Attorneys' Council (CDAC) to explore possibility of an e-citation platform and system. The contractor was unable to submit a proposal for STRAC's consideration.

Planned Activities (2020):

Continue work on an e-citation platform and system, meeting with the Judicial Branch, CSP, STRAC and the CDAC, as needed. Draft an RFI or RFP, if needed.

Performance Measure(s):
E-citation platform completed

1. Improve the data dictionary for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory. **Status**: addressing

Associated 405C Grant project: Traffic Records Coordinator (TRC)

Activities:
TRC met with the Judicial Branch, CSP, STRAC and the CDAC to organize the possibility for an e-citation platform and system. Colorado is working on a data dictionary.

Planned Activities (2020):
Continue work on an e-citation platform and system, meeting with the Judicial Branch, CSP, STRAC and the CDAC, as needed to refine the data dictionary.

Performance Measure(s):
New data dictionary for the Citation and Adjudication system published.

EMS / Injury Surveillance Recommendations

1. Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records (TR) Program Assessment Advisory. **Status:** addressing

Associated project: No specific project is designated to assist with this recommendation at this time.

Activities:
CDPHE linked Colorado hospital discharge claims records that mentioned motor vehicle-related causes of injury to the Colorado DRIVES crash record to assess the agreement between person type (driver, passenger, motorcyclist, bicyclist, and pedestrian) identified in the claims records and identified on matching crash record for the year 2016. A full report on findings is available upon request.

Planned Activities (2020): CDPHE staff will continue to test the feasibility of linking Colorado traffic records data and injury surveillance data systems data at the state level.

Performance Measure(s): This activity partially meets two performance measures:

1. By December 31, 2017, CDPHE and STRAC have identified mutually beneficial projects for data integration.

2. By December 31, 2018, CDPHE has completed a pilot linking of the necessary databases at CDPHE, and assessed the feasibility and need to routinely link these databases.

1. Improve the data quality control program for the Injury Surveillance systems that reflects best practices identified in the TR Program Assessment Advisory. **Status:** addressing

Associated project: No specific project is designated to assist with this recommendation at this time. However, several CDPHE projects support the improvement of injury surveillance systems which will benefit TR Program Assessment and development.

Activities:

CDPHE is working to convert the EMS reporting system to NEMSIS 3 and encouraging reporting agencies to comply. As of March 31, 2019, 90% (207 of 230+) agencies are now submitting version 3 compliant prehospital data. This is an increase from 70%, the previous year. In addition, NEMSIS 3 data will allow for linking of prehospital and hospital data for patients in the Colorado Trauma Registry. Finally, both the EMS dataset and the trauma registry are undergoing more regular data quality checks than in previous years with plans for establishing regular quality reporting metrics.

Planned Activities (2020):

Continue to work on conversion to NEMSIS 3 for all EMS agencies in Colorado. The state repository for EMS is currently ImageTrend. CDPHE purchased the ImageTrend trauma module to serve as the repository for the Colorado Trauma Registry, and staff continues to explore data linking methodology. In addition, staff is working toward regular data quality reporting to submitting agencies, facilities and regions.

Performance Measure(s): These activities contribute to meeting the following performance measures:

1. By December 31, 2019, CDPHE hto develop, compile, and share with STRAC data quality management reports as applicable for the EMS, trauma, and vital records data systems that CDPHE manages.

1. By December 31, 2019, 70% of EMS patient care reports will be entered into the State EMS discharge file within 90 days after the EMS run.

2. By December 31, 2019, CDPHE has documented or developed performance measures related to timeliness, accuracy, completeness, uniformity, integration, and accessibility as applicable for the EMS, trauma, and vital records data systems that CDPHE manages.

Associated project: 408 funds were used by CDPHE from 2007 through 2011 to establish the current TR database and records system. CDPHE maintained a 98.6% NEMSIS rating with the new system.

Activities:

CDPHE is working to convert reporting system to NEMSIS 3 and encouraging the reporting agencies to comply.

Planned Activities (2020):
Continue to work on conversion to NEMSIS 3 for all EMS agencies in Colorado.

Performance Measure(s): Uniformity of EMS data submitted into the Colorado Department of Public Health and Environment (CDPHE). Uniformity of EMS reports submitted is measured as the total number of EMS agencies operating in Colorado who submitted reports to CDPHE utilizing NEMSIS version 3 as opposed to NEMSIS version 2. CDPHE showed improvement in both the number of agencies and number of reports submitted for 2019 and expect to increase again for 2020.

Data Use and Integration Recommendations

1. Improve the traffic records systems capacity to integrate data that reflects best practices Identified in the Traffic Records Program Assessment Advisory. **Status:** addressing
Associated project: DOR DRIVES (not 405C funded)

Activities:
Replace the outdated DLS and CSTARS. The primary goal of this project is to provide a flexible, reliable, accurate and integrated solution for driver and vehicle services.

Planned Activities (2020):
Continue work on installation of the DRIVES system

Performance Measure(s):
Increase the integration, accuracy and completeness of the driver file.

Associated project: CO State Patrol Niche Records Management System Implementation (partially 405c funded)

Planned Activities (2018 – 2020): Now that the initial roll out of the Niche RMS is complete, the members of the Staff Services Branch will be primarily focused on production support. Phase II of the implementation will consist of changes that will be required for the new crash form. Additional projects will continue to improve the quality of data as it relates to Crashes, Vehicles, Drivers, Roadways and Citations. The project using 405c funds was declined for FFY 18 - 20.

Performance Measure(s):
C-A-1: Reduce the percentage of rejected DR 2/3447 reports from DOR.
C-C-1: Reduce the percentage of crash records with no missing critical data elements.

C-C-2: Reduce the percentage of crash records with no missing data elements.
C-C-3: Reduce the percentage of unknowns or blanks in critical data elements for which unknown is not an acceptable value.

Associated project: Traffic Records Coordinator (TRC) (405c funded)

Activities:
The TRC explored establishing a statewide citation platform. Progress was made by working with one of the state's largest agencies in submitting crash reports electronically to DOR which is currently in testing mode.

Planned Activities (2020):
Increase the number of police agencies that electronically submit crash reports into DMV/DOR. STRAC (TRCC) and the TRC are always looking for opportunities to integrate TR data systems in the state. In 2019, the TRC is tasked with exploring the opportunity for new projects and new technology. They also will continue to plan for E-citation and look for more E-crash opportunities.

Performance Measure(s):
Increase the number of records submitted electronically, increasing timeliness, completeness, and accuracy.

Traffic Records Supporting Non-Implemented Recommendations
Not Addressing Recommendations: The STRAC identified areas for improvement using the following methodology: • First, we identified Traffic Records Assessment recommendations that Colorado did not meet or only partially met that were also noted as "very important" in the assessment. • Next, we compared these recommendations with our previous strategic plan to identify which of the current plan performance measures are addressing the recommendations. • The recommendations that do not have a performance measure were identified as improvement areas the STRAC will need to address. • Finally, we examined the opportunity areas from the assessment to identify additional improvement areas. These recommendations are incorporated into the 2016-2019 Strategic Plan to improve the state's traffic records system. Findings from the Traffic Records Assessment noted as "somewhat important" or "less important" could be elevated to high priority within a few years in future revisions of this plan once other accomplishments have been achieved. As priorities evolve and benchmarks are achieved for high priority findings they will trigger the prioritization of others and the establishment of performance measures. Vehicle Recommendations Improve the data dictionary for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory. **Status:** Not addressing in 2020. Anticipated future project, following implementation and rollout the vehicle database phase of the Department of Revenue's Driver license, Record Identification and Vehicle Enterprise Solution (DRIVES) planned for 2020. **Associated project: DOR DRIVES (not 405C) Activities:** Replace the outdated DLS and CSTARS. The primary goal of this project is to provide a flexible, reliable,

accurate and integrated solution for driver and vehicle services. Planned Activities (2020): Plan to address recommendation in 2020, with completion of DRIVES Vehicle database. Performance Measure(s): New data dictionary for the Vehicle data system completed. Driver Recommendations Improve the data dictionary for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory. **Status**: Not addressing in 2020. Anticipated future project, following final rollout of the DRIVES project in 2020. **Associated project: DOR DRIVES (not 405C) Activities:** Replace the outdated DLS and CSTARS. The primary goal of this project is to provide a flexible, reliable, accurate and integrated solution for driver and vehicle services. Planned Activities (2020): Expect to address in 2020, after completion of DRIVES rollouts. Performance Measure(s): Updated data dictionary for the Driver data system written and published. Citation / Adjudication Recommendations Improve the data quality control (QC) program for the Citation and Adjudication systems that reflects best practices identified in the TR Program Assessment Advisory. **Status:** Not addressing in 2020. E-citation has been identified by the STRAC for a future project, which would include a QC process. The TRC and STRAC are planning an RFI for 2020 to pursue potential solutions for E-citation. **Associated 405C Grant project: Traffic Records Coordinator (TRC) Activities:** TRC met with the Judicial Branch, CSP, STRAC and the Colorado District Attorneys' Council (CDAC) to explore the possibility for an e-citation platform and system. No final plan was developed. Planned Activities (2020): E-citation is the primary concern and the intent is to incorporate a QC program plan in the e-citation system. Continue work on an e-citation platform and system, meeting with the Judicial Branch, CSP, STRAC and the CDAC, as needed. Draft a RFI or RFP, if needed. Performance Measure(s): QC program included in E-citation platform.

For FFY 2020, the STRAC submitted the following performance measures to demonstrate significant, system-wide performance for the crash data system.
Performance Measure: Uniformity of EMS data submitted into the Colorado Department of Public Health and Environment (CDPHE).

Measurement Technique: Uniformity of EMS reports submitted is measured as the total number of EMS agencies operating in Colorado who submitted reports to CDPHE utilizing NEMSIS version 3 as opposed to NEMSIS version 2.

Results: Baseline and current values are summarized in Table 11. Colorado increased the number of agencies using NEMSIS V3 from 170 agencies as of 3/31/2018 to 207 agencies as of 3/31/2019. The percent of all EMS agencies in the state reporting via NEMSIS version 3 (based on total of 230 EMS agencies) went from 70 percent in the baseline period to 90 percent in the current year.

From this Colorado was also able to increase the number of reports in NEMSIS V3 from 351,975 reports received between 4/1/2017 - 3/31/2018 to 728,300 reports received between 4/1/2018 - 3/31/2019.

Additionally, Colorado increased the number of motor vehicle incident records in the EMS database from 14,115 received between 4/1/2017 - 3/31/2018 to 31,623 reports received between

4/1/2017 - 3/31/2018. A count sheet accompanies this document, named "MV_NEMSIS 3 (Mar 2019)"

Table 11. Results for Uniformity of EMS Reporting

Time Period	Total Number of EMS agencies submitting data via NEMSIS version 3)	Percent of all EMS agencies in the state reporting via NEMSIS version 3 (Based on total of 230 EMS agencies)
March 31, 2018 (Baseline)	173	75.2%
March 31, 2019 (Current Value)	207	90.0%

Anticipated Improvements:

Strategic Goals

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

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

3. **Strategic Planning:** Develop and maintain performance measures based on recommendations from the Traffic Records Assessment.

4. **Crash Data:** Identify and implement improvements to crash records based on recommendations from the Traffic Records Assessment.

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

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

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

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

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

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

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

Table 2. Strategic Goals for Traffic Records Coordinating Committee Management

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

No.	Objectives	Action Items	Performance Measure
1.1	It is important to have a clear understanding of the individual traffic records databases and the relationship they have to one another to be effective in managing the overall state's traffic records system. Currently STRAC does not have a Traffic Records Inventory. The objective will be to identify and develop a written inventory of all traffic records databases within the state.	1. Identify and develop a Traffic Records Inventory to fully understand the data sources, promote integration, and promote uses of traffic records information and the interrelated nature of data elements.	1. By December 31, 2017, all Colorado traffic records databases will be identified in a Traffic Records Inventory.
1.2	Currently interaction between the STRAC and the Executive Directors/Administrators of the seven state agencies is limited to direct reports from STRAC members back through their individual organizational structure. This has resulted in limited involvement by those executive level members in improving the Colorado Traffic Records System. The objective will be to have one annual meeting with the directors/administrators of the seven represented state agencies.	STRAC officers will meet annually with; 1. The Executive Director of the Colorado Department of Transportation 2. The Executive Director of the Colorado Department of Public Safety 3. The Executive Director of the Colorado Department of Revenue 4. The Executive Director of the Colorado Department of Public Health and Environment	1. Beginning in 2016, the STRAC officers will meet annually with the directors/ administrators of the seven represented state agencies.

		5. The Executive Director of the Colorado Department of Human Services 6. The State Court Administrator for the Colorado State Judicial Branch 7. The State Chief information Officer for the Governor's Office of Information Technology	
1.3	STRAC primarily uses federal funds administered through the Colorado Department of Transportation to support projects designed to improve our traffic records system. A variety of these funds exist, but STRAC has typically only utilized one source. <u>The objective will be to identify all potential funding sources to best utilize the money available to the State of Colorado and fund needed projects to improve our traffic records systems.</u>	1. Identify all appropriate sources of potential funding and the mechanisms by which these funds are obtained. 2. Review grant applications and direct funding requests towards the appropriate funding source.	1. By December 31, 2016, STRAC will identify all appropriate sources of potential funding and the mechanisms by which these funds are obtained. 2. 2018 Grant applications will be reviewed and funding requests will be directed towards the appropriate funding source by July 31, 2017.
1.4	To achieve success, STRAC must have dedicated personnel that have the skills and time to devote sufficient attention to STRAC assignments in order to accomplish the goals of this Strategic Plan. Currently that is	1. Develop a position description and responsibilities of the TRC. 2. Identify and hire, through the contract process, a group or individual who will serve as	1. By July 31, 2016, a dedicated TRC will be in place and functioning at accomplishing the goals of this Strategic Plan.

	not possible. Each member of the STRAC has a full time job for one of the seven agencies that they are expected to be successful in. STRAC becomes an additional duty whose projects get accomplished as time allows. In order to achieve our goals in an efficient manner, the state must have a dedicated Traffic Records Coordinator (TRC). The objective will be to identify and hire, through the contract process, a group or individual who will serve as the TRC for the State of Colorado.		the TRC for the State of Colorado.

Table 3. Strategic Goals for Strategic Planning

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

No.	Objectives	Action Items	Performance Measure
2.1	It is important to have a strategic plan that provides for long range objectives and is reviewed annually to ensure that it remains current and the goals consistent with the direction of the state. While the prior strategic plans provided those long range goals, they were not reviewed and updated on an annual basis. The objective will be to	1. Review and modify the STRAC Strategic Plan as necessary to reflect the STRAC goals and objectives for a three year time period. 2. Conduct a survey of State and local data users to identify their needs and goals and incorporate them into the strategic plan.	1. Annually by April 15th the STRAC Strategic Plan will be reviewed and modified as necessary to reflect the STRAC goals and objectives for a three year time period.

	annually review the STRAC Strategic Plan and modify and update as necessary to ensure that plan remains a valuable document to guide the STRAC.		
2.2	It is also important to have a document that reviews short term objectives and reports on the successes and failures of the STRAC to accomplish the goals identified within the Strategic Plan. The STRAC has produced annual reports but these need to be modified to better achieve the ideal as described by NHTSA. The objective will be to publish an annual report that reviews the progress on strategic goals, funded projects, and STRAC coordination efforts.	Publish an annual report that provides at a minimum the following: 1. A review of the progress on each of the strategic goals; 2. A review of the funded grant project for the previous year; 3. A summary of any grants not funded and the STRAC's reasoning for not funding those projects; 4. A projection of future funding sources as well as both known and potential funding levels; 5. A time line for the next grant submission cycle; and 6. A projection of future trends that STRAC should consider in the year ahead.	1. Annually by April 15th the STRAC will publish an annual report that reviews the progress on strategic goals, funded projects, and STRAC coordination efforts.
2.3	Traffic Records Conference: The impact and reach of traffic records is not well understood. Showing the need for accurate data collection, input,	Host a traffic records conference in the Metro Denver area that provides at a minimum the following:	1. By October 1, 2016 the STRAC will host a traffic records conference in the Metro Denver area.

and accessibility is vital to achieving the level of cooperation needed throughout the state to accomplish the goals of this strategic plan. The objective will be to improve the level of knowledge about traffic records by hosting a traffic records conference.	1. An overview of the STRAC role in traffic records; 2. A presentation of the strategic goals; 3. A presentation on possible funding sources to improve traffic records; 4. The progress on the development of a new accident reporting form.	

Table 4. Strategic Goals for Crash Data Systems

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

No.	Objectives	Action Items	Performance Measure
3.1	Crash data serves as one of the six cornerstones for Colorado's Traffic Records. It is vitally important to the effectiveness of our ability to identify and respond to traffic issues through the appropriate use of enforcement, education, or engineering to save lives and minimize the economic impact of traffic crashes. The most effective way to improve our crash data is	1. Revise state accident reporting form (DR3447). 2. Identify critical elements for crash report forms. 3. Train law enforcement agencies in the state on the new DR3447 form. 4. Make the new DR3447 form available for use.	1. By July 1, 2017, a proposed draft of the revised state accident reporting form (DR3447) will be available in both paper and electronic form. 2. By July 1, 2017, the critical elements for crash report forms will be identified. 3. By December 31, 2017, all law enforcement agencies in the state will have received

to continue to push for the electronic reporting of crashes by law enforcement with current forms that are consistent with the Model Minimum Uniform Crash Criteria. The objective will be to achieve timely and accurate reporting of these events through primarily an electronic means utilizing a current crash reporting form.		training on the new DR 3447. 4. By January 1, 2018, the new DR 3447 will be available for use. 5. By January 1, 2020, 80% of all crash reports in Colorado will be submitted electronically to the Department of Revenue. 6. Using the 2016 Integrated Safety Plan reported number (19.83 days for the period April 1, 2015 to March 31, 2016) as the baseline, reduce the average number of days from the crash date to submittal into EARS (at DOR) by 5-10% per year. 7. By December 31, 2017, obtain (with the new form) baseline % of the electronically submitted

			crash reports that have no errors in critical data elements (critical fields). 8. By January 1, 2019, establish a goal for improvement of the % of the electronically submitted crash reports that have no errors in critical data elements (critical fields).	
3.2	The ability to share data among authorized stakeholders is vital to a successful traffic records system. <u>The objective will be to develop a web-based data system that is accessible to authorized users and meeting all legal requirements.</u>	1. Identify and publish in an annual report applicable legal requirement related to the sharing of traffic records. 2. Develop a best practice recommendation to verify authorized traffic records users. 3. Develop a web-based query data system that is accessible for crash record stakeholders to use that meets		1. By December 31, 2017, the STRAC will have identified, and published in an annual report, the applicable legal requirements related to the sharing of traffic records. 2. By December 31, 2018, the STRAC will have developed a best practice recommendation to verify authorized traffic records users. 3. By December 21, 2019, the state will have a web-based data query system that is accessible for crash

		legal requirements.	record stakeholders and meets legal requirements.
3.3	To have robust traffic records system, the vast majority of the information must be integrated to ensure consistent and accessible data. The objective will be to ensure that the Crash data system is integrated with both the Vehicle and Driver systems.	1. Develop a uniform data dictionary for the Crash record system. 2. Document the schema for the Crash record system. 3. Integrate the Crash data system into the Driver and Vehicle data systems.	1. By December 31, 2018, a uniform data dictionary will be developed for the Crash record system. 2. By December 31, 2018, the Crash record system will have a documented schema. 3. By December 31, 2019, 100% of the electronic Crash data system will be integrated with Driver and Vehicle data systems. *(Integration – C-I-1)*

Table 5. Strategic Goals for Vehicle Data Systems

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

No.	Objectives	Action Items	Performance Measure
4.1	To have robust traffic records system, the vast majority of the information must be integrated to ensure consistent and accessible data. The objective will be to ensure that the Vehicle data system is integrated with both the Crash and Driver systems.	1. Develop a uniform data dictionary for the Vehicle record system. 2. Document the schema for the Vehicle record system. 3. Integrate the Vehicle data system into the Driver and Crash data systems.	1. By December 31, 2018, a uniform data dictionary will be developed for the Vehicle record system. 2. By December 31, 2018, the Vehicle record system will have a documented schema. 3. By December 31, 2019, 100% of the electronic Vehicle data system will have been integrated with Driver and Crash data

			systems. *(Integration V-I-1)*
4.2	The current user manual documents the system, but high-level flow charts would help new personnel to understand the systems. <u>The objective will be to establish the data process flow for vehicle data system information</u>.	1. Develop high-level flow charts depicting the data process flow for vehicle data system information. 2. Update current user manual documents to reflect the data process flow.	1. By December 31, 2020, 75% of relevant DOR staff has been trained on the data process flow.
4.3	Improve the data quality and assurance of vehicle data system.	1. Assess the possibility of barcoded vehicle registrations in the DRIVE system. 2. Assess the possibility to automate queries of NMVTIS to reduce clerk lookup time and possible errors. 3. Formalize trend analysis process to identify unexplained differences in data across years and jurisdictions. 4. Perform trend analysis on a regular basis. 5. Provide data quality management reports to the STRAC for review. 6. Develop performance measures for timeliness,	1. By December 31, 2017, present the results of the registration barcode assessment to the STRAC, along with the recommended plan of action. 2. By December 31, 2017, present the results of the NMVITS automation assessment to the STRAC, along with the recommended plan of action. 3. *By August 1, 2018, obtain baseline % of records in the vehicle data system with no errors in critical data elements. (Accuracy – D-A-1)* 4. *By August 1, 2018, obtain baseline % of records in the vehicle data system with no missing critical data elements. (Completeness – D-C-1)*

		accuracy, and completeness of the vehicle data system. 7. Establish numeric goals for performance measures.	

Table 6. Strategic Goals for Driver Data Systems

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

No.	Objectives	Action Items	Performance Measure
5.1	To have robust traffic records system, the vast majority of the information must be integrated to ensure consistent and accessible data. <u>The objective will be to ensure that the Driver data system is integrated with both the Crash and Vehicle systems.</u>	1. Develop a uniform data dictionary for the Driver record system. 2. Document the schema for the Driver record system. 3. Integrate the Driver data system into the Vehicle and Crash data systems.	1. By December 31, 2018, a uniform data dictionary will be developed for the Driver record system. 2. By December 31, 2018, the Driver record system will have a documented schema. 3. By December 31, 2019, 100% of the electronic Driver data system will have been integrated with Vehicle and Crash data systems.
5.2	Establish data process flow for driver data system information.	1. Develop high-level flow charts depicting the data process flow for driver data system information. 2. Update current user manual documents to reflect the data process flow.	1. By December 31, 2020, 75% of relevant DOR staff has been trained on the data process flow.
5.3	Improve the data quality and assurance of driver data system.	1. Develop a formal data quality management system. 2. Provide data quality	1. *By August 1, 2018, obtain baseline % of driver record updates entered into the database within 7 days after the date of a driver's*

		management reports to the STRAC for review. 3. Develop performance measures for timeliness, accuracy, and completeness of the driver data system. 4. Establish numeric goals for performance measures.	*adverse action. (Timeliness – D-T-1)* 2. *By August 1, 2018, obtain baseline % of records in the driver data system with no errors in critical data elements. (Accuracy – D-A-1)* 3. By December 31, 2020, 75% of the driver data system will have no missing critical data elements. *(Completeness – D-C-1)*

Table 7. Strategic Goals for Roadway Data Systems

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

No.	Objectives	Action Items	Performance Measure
6.1	Improve the data quality and assurance of roadway data system.	1. Implement the new Geographic Roadway Database Management System and use it for roadway and non-roadway data and LRS management. 2. Develop automated business rule validations and data review procedures. 3. Develop performance measures for timeliness, accuracy, and completeness of the roadway data system. 4. Establish numeric goals for performance measures.	1. By 2016, the new Geographic Roadway Database Management System will be fully implemented and used for 100% of roadway and non-roadway data and LRS management. 2. By 2016, automated business rule validations and data review procedures will be implemented as part of the new Geographic Roadway Database Management System. 3. By December 31, 2017, 100% of on-system crashes will be locatable

			using GPS latitude/longitude coordinates. 4. By January 1, 2010, 100% of state highway roadway segments will have mile points tied to GPS. *(Completeness – R-C-4).*
6.2	Improve non-highway data sets. Dovetail with the federal push to address MIRE Fundamental Data Elements for all public roads.	1. Develop and execute a plan to understand non-DOT Traffic Records data user need regarding roadway feature data, and core LRS related data (such as roadway names, ownership, etc.).	1. By December 31, 2016, present to the STRAC a document covering the various stakeholder / user needs for data integration.
6.3	Establish data process flow for obtaining CDOT Project information and notification of project completion.	1. Establish a formal process/work flow to provide information regarding roadway and asset changes as a result of completed CDOT projects to the roadway data managers for correction/updating of roadway and non-roadway data. (There currently is not a well-defined process for sharing this information to ensure that roadway and non-roadway data are the most current and accurate.)	1. By December 31, 2018 attempt to establish a formal process/work flow to provide information regarding roadway and asset changes as a result of completed CDOT projects to the roadway data managers for correction/updating of roadway and non-roadway data.
6.4	Improve data documentation and electronic consolidation	1. Document all business processes and workflows	1. By December 31, 2017 all business processes and

	of business processes, work flows and data dictionaries involved with collecting, editing, publishing and reporting of roadway data.	(collecting, editing, publishing, and reporting of data). 2. Develop and publish a comprehensive data dictionary. 3. Develop and publish guidelines for update scheduling. 4. Consolidate all business processes, workflows, data dictionary, and guidelines in a central digital location.	workflows (collecting, editing, publishing and reporting of data) will be documented and consolidated in a central digital location. 2. By June 30, 2017 a comprehensive data dictionary will be developed and published, including guidelines for update scheduling and consolidated in a central digital location.

Table 8. Strategic Goals for Citation/Adjudication Data Systems

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

No.	Improvement Area	Action Items	Performance Measure
7.1	Improve the data quality and assurance of citation/adjudication data.	1. Reduce the number of cases where the courts dismiss charges due to the citation from CDOR to Courts not arriving before the court appearance date.	1. 2. By February 1, 2017, identify the baseline percentage of unpaid citations sent from CDOR to Courts less than 3 days before the court appearance date. 3. By January 31, 2018, achieve a

			reduction in the percentage.
7.2	Ensure components of electronic citation data adhere to National guidelines.	1. Document compatible guidelines for National Crime Information Center, Uniform Crime Reporting, and National Incident Based Reporting System. 2. Implement the process to establish compatible guidelines.	1. By December 31, 2018, compatible guidelines for National Crime Information Center, Uniform Crime Reporting, and National Incident Based Reporting System have been documented. 2. By December 31, 2019, the process to establish compatible guidelines has been implemented. 3. By December 31, 2020, the electronic citation data meets compatible guidelines for the National Crime Information Center, Uniform Crime Reporting, and National Incident Based Reporting System.
7.3	Enhance the state judicial data dictionary for citation/adjudication data systems.	1. Develop a comprehensive Charge Code table with Common Codes, with agreement between CDOR, CDAC, and the State Court.	1. By February 28, 2018, have an agreed Charge Code table in place, along with an appropriate Data Dictionary.
7.4	Pursue data linkage of citation/adjudication data with other data systems.	1. Develop a plan identifying the desired linkages.	1. By December 31, 2017, document a proposed plan to achieve the desired linkage.

7.5	Develop performance measures for the citation/adjudication data systems.	1. Develop performance measures for the citation/adjudication data systems. 2. Establish numeric goals for performance measures.	1. By June 1, 2017, identify performance measures in 2 of the 6 quality areas (timeliness, accuracy, uniformity, completeness, integration, accessibility) relative to citation/adjudication data systems. 2. By December 31, 2017, establish numerical goals for those performance measures.

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

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

No.	Improvement Area	Action Items	Performance Measure
8.1	Improve the integration of EMS and injury surveillance data systems with other data systems	1. Identify mutually beneficial projects, based on the opportunities listed in the Traffic Records Assessment and in the 2007 Colorado study on data integration (Linking Traffic Accident Information to Public Health Data). Of interest to STRAC is the economic cost of motor vehicle-related injuries and clinical severity measures such as Glascow Coma Score, Abbreviated	1. By December 31, 2017, CDPHE and STRAC have identified mutually beneficial projects for data integration. 2. By December 31, 2018, CDPHE has completed a pilot linking of the necessary databases at CDPHE, and assessed the feasibility and need to routinely link these databases. 3. By December 31, 2019, CDPHE has an established system in place to routinely integrate (link) key components of the injury surveillance system and

		Injury Score for body regions, and Injury Severity Scale. 2. Test the feasibility of linking Colorado traffic accident report data and injury surveillance data systems data at the state level, .	share updated results with STRAC and other stakeholders. 4. By December 31, 2018, PSD and HFEMSD will collaborate on a pilot study of linkage achieved using multiple steps using deterministic (exact) matches of various number of elements (name, gender, date of incident +/- 1 day) followed by probabilistic (close match) linking and report on the percentage of records linked under different criteria.
8.2	Improve the data quality and assurance of EMS and injury surveillance data.	1. Compile and share relevant data quality and assurance documentation needed for the next NHTSA traffic records assessment. 2. Develop, compile, and share data quality management reports as applicable for the EMS, trauma, and vital records data systems that CDPHE manages. 3. Develop and document performance measures related to timeliness, accuracy, completeness, uniformity, integration, and	1. By December 31, 2019, CDPHE has compiled and shared with STRAC relevant documentation needed for the next NHTSA traffic records assessment. 2. By December 31, 2019, CDPHE has developed, compiled, and shared with STRAC data quality management reports as applicable for the EMS, trauma, and vital records data systems that CDPHE manages. 3. By December 31, 2019, CDPHE has documented or developed performance measures related to timeliness, accuracy, completeness, uniformity, integration,

		accessibility as applicable for the EMS, trauma, and vital records data systems that CDPHE manages.	and accessibility as applicable for the EMS, trauma, and vital records data systems that CDPHE manages. 4. By December 31, 2019, 70% of EMS patient care reports will be entered into the State EMS discharge file within 90 days after the EMS run. *(Timeliness – I-T-1)* 5. By December 31, 2019, 70% of EMS patient care reports will be submitted with no errors in critical data elements. *(Accuracy – I-A-1)* 6. By December 31, 2019, 70% of EMS patient care reports will be submitted with no missing critical data elements. *(Completeness – I-C-1)*
8.3	Improve the uniformity of EMS and injury surveillance data.	1. Migrate the Colorado EMS data system to the national standard of NEMSIS Version 3. 2. Determine data elements to include in this migration. 3. Identify additional personal identifiers in Version 3 to make it easier to link data systems, especially the trauma system.	1. By December 31, 2019, 100% of records on the State EMS data file will be National Emergency Medical Service Information System (NEMSIS)-compliant. *(Uniformity – I-U-1)*
8.4	Improve the accessibility of EMS	1. Compile and distribute an annual report on the	1. By December 31, 2017, the Colorado Hospital Association

	and injury surveillance data.	percentage of injury records that have external cause of injury to maintain or increase cause reporting using ICD-10-CM.	routinely shares with member hospitals and with the Colorado Health Information Management Association the percentage of injury records that have external cause of injury to maintain or increase cause reporting using ICD-10-CM. Note: CDPHE can provide annual results to stakeholders, such as STRAC.

Table 10. Strategic Goals for Data Use and Integration

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

No.	Improvement Area	Action Items	Performance Measure
9.1	Improve data linkage between traffic records data systems.	1. Develop and execute a plan to understand data users and their data integration needs. 2. Identify and document the key data fields, data definitions, and data standards that would enable data to be linked between the six Traffic Records data systems (crash, driver, motor vehicle, citation/adjudication, roadway, and injury surveillance). Link the vehicle, driver, and crash data systems to create one data interface.	1. By December 31, 2016, present to the STRAC a document covering the various stakeholder / user needs for data integration between the six Traffic Records data systems (crash, driver, motor vehicle, citation/adjudication, roadway, and/or injury surveillance). 2. By June 30, 2019, the vehicle, driver, citation, and crash data systems have been linked to create one data interface.

9.2	Improve access to resources for use and analysis of traffic record data systems.	1. Develop and execute a plan to understand data users and their accessibility needs.	1. By December 31, 2018, 80% of authorized traffic records data stakeholders have access to the crash data linked to vehicle, driver, and/or citation data. *(Accessibility)*
9.3	Improve intra-agency interface and interagency data integration.	1. Develop and execute a plan to understand intra-agency interface and interagency data integration needs across all six Traffic Records data systems (crash, driver, motor vehicle, citation/adjudication, roadway, and/or injury surveillance). 2. Develop a plan for providing law enforcement officers with interfaces (for example, web service calls) that would assist in auto-population of the relevant fields of various forms (crash report, citation, impairment, etc.) based on the input information. (For example, the information for the driver fields could be obtained using the driver's license number, or the information for the vehicle-related fields	1. By December 31, 2017, present to STRAC a document covering the various stakeholder / user needs for access to the integrated data sets identified in Objective 9.1. 2. By June 1, 2018, present to the STRAC a proposed plan for providing services to assist in the auto-population of fields across various forms for use by the law enforcement agencies.

could be obtained using the license plate number.)

Traffic Records for Model Performance Measures

For FFY 2020, the STRAC submitted the following performance measures to demonstrate significant, system-wide performance for the crash data system.

Performance Measure: Uniformity of EMS data submitted into the Colorado Department of Public Health and Environment (CDPHE).

Measurement Technique: Uniformity of EMS reports submitted is measured as the total number of EMS agencies operating in Colorado who submitted reports to CDPHE utilizing NEMSIS version 3 as opposed to NEMSIS version 2.

Results: Baseline and current values are summarized in Table 11. Colorado increased the number of agencies using NEMSIS V3 from 170 agencies as of 3/31/2018 to 207 agencies as of 3/31/2019. The percent of all EMS agencies in the state reporting via NEMSIS version 3 (based on total of 230 EMS agencies) went from 70 percent in the baseline period to 90 percent in the current year.

From this Colorado was also able to increase the number of reports in NEMSIS V3 from 351,975 reports received between 4/1/2017 - 3/31/2018 to 728,300 reports received between 4/1/2018 - 3/31/2019.

Additionally, Colorado increased the number of motor vehicle incident records in the EMS database from 14,115 received between 4/1/2017 - 3/31/2018 to 31,623 reports received between 4/1/2017 - 3/31/2018. A count sheet accompanies this document, named "MV_NEMSIS 3 (Mar 2019)"

Table 11. Results for Uniformity of EMS Reporting

Time Period	Total Number of EMS agencies submitting data via NEMSIS version 3)	Percent of all EMS agencies in the state reporting via NEMSIS version 3 (Based on total of 230 EMS agencies)
March 31, 2018 (Baseline)	173	75.2%

March 31, 2019 (Current Value)	207	90.0%

Anticipated Improvements:

Strategic Goals

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

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

1. **Strategic Planning:** Develop and maintain performance measures based on recommendations from the Traffic Records Assessment.

1. **Crash Data:** Identify and implement improvements to crash records based on recommendations from the Traffic Records Assessment.

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

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

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

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

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

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

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

Table 2. Strategic Goals for Traffic Records Coordinating Committee Management

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

No.	Objectives	Action Items	Performance Measure
1.1	It is important to have a clear understanding of the individual traffic records databases and the relationship they have to one another to be effective in managing the overall state's traffic records system. Currently STRAC does not have a Traffic Records Inventory. The objective will be to identify and develop a written inventory of all traffic records databases within the state.	1. Identify and develop a Traffic Records Inventory to fully understand the data sources, promote integration, and promote uses of traffic records information and the interrelated nature of data elements.	1. By December 31, 2017, all Colorado traffic records databases will be identified in a Traffic Records Inventory.
1.2	Currently interaction between the STRAC and the Executive Directors/Administrators of the seven state agencies is limited to direct reports from STRAC members back through their individual organizational structure. This has	STRAC officers will meet annually with; 1. The Executive Director of the Colorado Department of Transportation 2. The Executive Director of the Colorado	1. Beginning in 2016, the STRAC officers will meet annually with the directors/ administrators of the seven represented state agencies.

	resulted in limited involvement by those executive level members in improving the Colorado Traffic Records System. The objective will be to have one annual meeting with the directors/administrators of the seven represented state agencies.		Department of Public Safety	
		3.	The Executive Director of the Colorado Department of Revenue	
		4.	The Executive Director of the Colorado Department of Public Health and Environment	
		5.	The Executive Director of the Colorado Department of Human Services	
		6.	The State Court Administrator for the Colorado State Judicial Branch	
		7.	The State Chief information Officer for the Governor's Office of Information Technology	
1.3	STRAC primarily uses federal funds administered through the Colorado Department of	1.	Identify all appropriate sources of potential funding and	1. By December 31, 2016, STRAC will identify all appropriate

	Transportation to support projects designed to improve our traffic records system. A variety of these funds exist, but STRAC has typically only utilized one source. The objective will be to identify all potential funding sources to best utilize the money available to the State of Colorado and fund needed projects to improve our traffic records systems.		the mechanisms by which these funds are obtained.		sources of potential funding and the mechanisms by which these funds are obtained.
		2.	Review grant applications and direct funding requests towards the appropriate funding source.	2.	2018 Grant applications will be reviewed and funding requests will be directed towards the appropriate funding source by July 31, 2017.
1.4	To achieve success, STRAC must have dedicated personnel that have the skills and time to devote sufficient attention to STRAC assignments in order to accomplish the goals of this Strategic Plan. Currently that is not possible. Each member of the STRAC has a full time job for one of the seven agencies that they are expected to be successful in. STRAC becomes an additional duty whose projects get accomplished as time	1.	Develop a position description and responsibilities of the TRC.	1.	By July 31, 2016, a dedicated TRC will be in place and functioning at accomplishing the goals of this Strategic Plan.
		2.	Identify and hire, through the contract process, a group or individual who will serve as the TRC for the State of Colorado.		

	allows. In order to achieve our goals in an efficient manner, the state must have a dedicated Traffic Records Coordinator (TRC). The objective will be to identify and hire, through the contract process, a group or individual who will serve as the TRC for the State of Colorado.		

Table 3. Strategic Goals for Strategic Planning

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

No.	Objectives	Action Items	Performance Measure
2.1	It is important to have a strategic plan that provides for long range objectives and is reviewed annually to ensure that it remains current and the goals consistent with the direction of the state. While the prior strategic plans provided those long range goals, they were not reviewed and updated on an annual basis. The objective will be to annually review the STRAC Strategic Plan and	1. Review and modify the STRAC Strategic Plan as necessary to reflect the STRAC goals and objectives for a three year time period. 2. Conduct a survey of State and local data users to identify their needs and goals and incorporate	1. Annually by April 15th the STRAC Strategic Plan will be reviewed and modified as necessary to reflect the STRAC goals and objectives for a three year time period.

	modify and update as necessary to ensure that plan remains a valuable document to guide the STRAC.		them into the strategic plan.	
2.2	It is also important to have a document that reviews short term objectives and reports on the successes and failures of the STRAC to accomplish the goals identified within the Strategic Plan. The STRAC has produced annual reports but these need to be modified to better achieve the ideal as described by NHTSA. The objective will be to publish an annual report that reviews the progress on strategic goals, funded projects, and STRAC coordination efforts.	Publish an annual report that provides at a minimum the following: 1. A review of the progress on each of the strategic goals; 2. A review of the funded grant project for the previous year; 3. A summary of any grants not funded and the STRAC's reasoning for not funding those projects; 4. A projection of future funding sources as well as both known and potential funding levels; 5. A time line for the next grant submission cycle; and 6. A projection of future trends that STRAC should	1.	Annually by April 15th the STRAC will publish an annual report that reviews the progress on strategic goals, funded projects, and STRAC coordination efforts.

			consider in the year ahead.		
2.3	Traffic Records Conference: The impact and reach of traffic records is not well understood. Showing the need for accurate data collection, input, and accessibility is vital to achieving the level of cooperation needed throughout the state to accomplish the goals of this strategic plan. The objective will be to improve the level of knowledge about traffic records by hosting a traffic records conference.	Host a traffic records conference in the Metro Denver area that provides at a minimum the following: 1. An overview of the STRAC role in traffic records; 2. A presentation of the strategic goals; 3. A presentation on possible funding sources to improve traffic records; 4. The progress on the development of a new accident reporting form.	1.	By October 1, 2016 the STRAC will host a traffic records conference in the Metro Denver area.

Table 4. Strategic Goals for Crash Data Systems

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

No.	Objectives	Action Items				Performance Measure
3.1	Crash data serves as one of the six cornerstones for Colorado's Traffic Records.	1.	Revise state accident reporting form	1.	By July 1, 2017, a proposed draft of the	

It is vitally important to the effectiveness of our ability to identify and respond to traffic issues through the appropriate use of enforcement, education, or engineering to save lives and minimize the economic impact of traffic crashes. The most effective way to improve our crash data is to continue to push for the electronic reporting of crashes by law enforcement with current forms that are consistent with the Model Minimum Uniform Crash Criteria. The objective will be to achieve timely and accurate reporting of these events through primarily an electronic means utilizing a current crash reporting form.	2.	Identify critical elements for crash report forms.	revised state accident reporting form (DR3447) will be available in both paper and electronic form.
	3.	Train law enforcement agencies in the state on the new DR3447 form.	2. By July 1, 2017, the critical elements for crash report forms will be identified.
	4.	Make the new DR3447 form available for use.	3. By December 31, 2017, all law enforcement agencies in the state will have received training on the new DR 3447.
			4. By January 1, 2018, the new DR 3447 will

be available for use.

5. By January 1, 2020, 80% of all crash reports in Colorado will be submitted electronically to the Department of Revenue.

6. Using the 2016 Integrated Safety Plan reported number (19.83 days for the period April 1, 2015 to March 31, 2016) as the baseline, reduce the average number of days from the crash date to submittal

into EARS (at DOR) by 5-10% per year.

7. By December 31, 2017, obtain (with the new form) baseline % of the electronically submitted crash reports that have no errors in critical data elements (critical fields).

8. By January 1, 2019, establish a goal for improvement of the % of the electronically submitted crash reports that have no errors in critical

				data elements (critical fields).	
3.2	The ability to share data among authorized stakeholders is vital to a successful traffic records system. The objective will be to develop a web-based data system that is accessible to authorized users and meeting all legal requirements.	1.	Identify and publish in an annual report applicable legal requirement related to the sharing of traffic records.	1.	By December 31, 2017, the STRAC will have identified, and published in an annual report, the applicable legal requirements related to the sharing of traffic records.
		2.	Develop a best practice recommendation to verify authorized traffic records users.	2.	By December 31, 2018, the STRAC will have developed a best practice recommendation to verify authorized traffic records users.
		3.	Develop a web-based query data system that is accessible for crash record stakeholders to use that meets legal		

			requirements.	3. By December 21, 2019, the state will have a web-based data query system that is accessible for crash record stakeholders and meets legal requirements.
3.3	To have robust traffic records system, the vast majority of the information must be integrated to ensure consistent and accessible data. The objective will be to ensure that the Crash data system is integrated with both the Vehicle and Driver systems.	1.	Develop a uniform data dictionary for the Crash record system.	1. By December 31, 2018, a uniform data dictionary will be developed for the Crash record system.
		2.	Document the schema for the Crash record system.	2. By December 31, 2018, the Crash record system will have a document
		3.	Integrate the Crash data system into the Driver	

		and Vehicle data systems.			ed schema.
				3.	By December 31, 2019, 100% of the electronic Crash data system will be integrated with Driver and Vehicle data systems. *(Integration – C-I-1)*

Table 5. Strategic Goals for Vehicle Data Systems

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

No.	Objectives	Action Items		Performance Measure	
4.1	To have robust traffic records system, the vast majority of the information must be integrated to ensure consistent and accessible data. The objective will be to ensure that the Vehicle data system is integrated with both	1.	Develop a uniform data dictionary for the Vehicle record system.	1.	By December 31, 2018, a uniform data dictionary will be developed for the Vehicle record system.
		2.	Document the schema for the Vehicle record system.	2.	By December 31, 2018, the Vehicle record system will

	the Crash and Driver systems.	3.	Integrate the Vehicle data system into the Driver and Crash data systems.		have a documented schema.
				3.	By December 31, 2019, 100% of the electronic Vehicle data system will have been integrated with Driver and Crash data systems. *(Integration V-I-1)*
4.2	The current user manual documents the system, but high-level flow charts would help new personnel to understand the systems. The objective will be to establish the data process flow for vehicle data system information.	1.	Develop high-level flow charts depicting the data process flow for vehicle data system information.	1.	By December 31, 2020, 75% of relevant DOR staff has been trained on the data process flow.
		2.	Update current user manual documents to reflect the data process flow.		
4.3	Improve the data quality and assurance of vehicle data system.	1.	Assess the possibility of barcoded vehicle registrations in the DRIVE system.	1.	By December 31, 2017, present the results of the registration barcode assessment to the STRAC, along with the
		2.	Assess the possibility to automate		

	queries of NMVTIS to reduce clerk lookup time and possible errors.		recommended plan of action.
3.	Formalize trend analysis process to identify unexplained differences in data across years and jurisdictions.	2.	By December 31, 2017, present the results of the NMVITS automation assessment to the STRAC, along with the recommended plan of action.
4.	Perform trend analysis on a regular basis.	*3.*	*By August 1, 2018, obtain baseline % of records in the vehicle data system with no errors in critical data elements. (Accuracy – D-A-1)*
5.	Provide data quality management reports to the STRAC for review.		
6.	Develop performance measures for timeliness, accuracy, and completeness of the vehicle data system.	*4.*	*By August 1, 2018, obtain baseline % of records in the vehicle data system with no missing critical data elements. (Completeness – D-C-1)*
7.	Establish numeric goals for performance measures.		

Table 6. Strategic Goals for Driver Data Systems

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

No.	Objectives	Action Items	Performance Measure
5.1	To have robust traffic records system, the vast majority of the information must be integrated to ensure consistent and accessible data. The objective will be to ensure that the Driver data system is integrated with both the Crash and Vehicle systems.	1. Develop a uniform data dictionary for the Driver record system. 2. Document the schema for the Driver record system. 3. Integrate the Driver data system into the Vehicle and Crash data systems.	1. By December 31, 2018, a uniform data dictionary will be developed for the Driver record system. 2. By December 31, 2018, the Driver record system will have a documented schema. 3. By December 31, 2019, 100% of the electronic Driver data system will have been integrated with Vehicle and Crash data systems.
5.2	Establish data process flow for driver data system information.	1. Develop high-level flow charts depicting the data process flow for driver data system information. 2. Update current user manual documents to	1. By December 31, 2020, 75% of relevant DOR staff has been trained on the data process flow.

			reflect the data process flow.	
5.3	Improve the data quality and assurance of driver data system.	1.	Develop a formal data quality management system.	*1.* *By August 1, 2018, obtain baseline % of driver record updates entered into the database within 7 days after the date of a driver's adverse action. (Timeliness – D-T-1)*
		2.	Provide data quality management reports to the STRAC for review.	
		3.	Develop performance measures for timeliness, accuracy, and completeness of the driver data system.	*2.* *By August 1, 2018, obtain baseline % of records in the driver data system with no errors in critical data elements. (Accuracy – D-A-1)*
		4.	Establish numeric goals for performance measures.	3. By December 31, 2020, 75% of the driver data system will have no missing critical data elements. *(Completeness – D-C-1)*

Table 7. Strategic Goals for Roadway Data Systems

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

No.	Objectives	Action Items	Performance Measure

6.1	Improve the data quality and assurance of roadway data system.	1.	Implement the new Geographic Roadway Database Management System and use it for roadway and non-roadway data and LRS management.	1.	By 2016, the new Geographic Roadway Database Management System will be fully implemented and used for 100% of roadway and non-roadway data and LRS management.
		2.	Develop automated business rule validations and data review procedures.	2.	By 2016, automated business rule validations and data review procedures will be implemented as part of the new Geographic Roadway Database Management System.
		3.	Develop performance measures for timeliness, accuracy, and completeness of the roadway data system.	3.	By December 31, 2017, 100% of on-system crashes will be locatable using GPS latitude/longitude coordinates.
		4.	Establish numeric goals for performance measures.	4.	By January 1, 2010, 100% of

					state highway roadway segments will have mile points tied to GPS. *(Completeness – R-C-4).*
6.2	Improve non-highway data sets. Dovetail with the federal push to address MIRE Fundamental Data Elements for all public roads.	1.	Develop and execute a plan to understand non-DOT Traffic Records data user need regarding roadway feature data, and core LRS related data (such as roadway names, ownership, etc.).	1.	By December 31, 2016, present to the STRAC a document covering the various stakeholder / user needs for data integration.
6.3	Establish data process flow for obtaining CDOT Project information and notification of project completion.	1.	Establish a formal process/work flow to provide information regarding roadway and asset changes as a result of completed CDOT projects to the roadway data managers for correction/updating of	1.	By December 31, 2018 attempt to establish a formal process/work flow to provide information regarding roadway and asset changes as a result of completed CDOT projects to the roadway data managers

			roadway and non-roadway data. (There currently is not a well-defined process for sharing this information to ensure that roadway and non-roadway data are the most current and accurate.)		for correction/updating of roadway and non-roadway data.
6.4	Improve data documentation and electronic consolidation of business processes, work flows and data dictionaries involved with collecting, editing, publishing and reporting of roadway data.	1.	Document all business processes and workflows (collecting, editing, publishing, and reporting of data).	1.	By December 31, 2017 all business processes and workflows (collecting, editing, publishing and reporting of data) will be documented and consolidated in a central digital location.
		2.	Develop and publish a comprehensive data dictionary.	2.	By June 30, 2017 a comprehensive data dictionary will be developed and published, including guidelines for update scheduling and consolidated in
		3.	Develop and publish guidelines for update scheduling.		
		4.	Consolidate all business processes, workflows, data dictionary, and guidelines in a		

			central digital location.		a central digital location.

Table 8. Strategic Goals for Citation/Adjudication Data Systems

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

No.	Improvement Area	Action Items		Performance Measure	
7.1	Improve the data quality and assurance of citation/adjudication data.	1.	Reduce the number of cases where the courts dismiss charges due to the citation from CDOR to Courts not arriving before the court appearance date.	1.	
				2.	By February 1, 2017, identify the baseline percentage of unpaid citations sent from CDOR to Courts less than 3 days before the court appearance date.
				3.	By January 31, 2018, achieve a reduction in the percentage.
7.2	Ensure components of electronic citation data adhere to National guidelines.	1.	Document compatible guidelines for National Crime Information Center, Uniform Crime Reporting, and National Incident Based	1.	By December 31, 2018, compatible guidelines for National Crime Information Center, Uniform Crime Reporting, and National Incident Based

			Reporting System.		Reporting System have been documented.
		2.	Implement the process to establish compatible guidelines.	2.	By December 31, 2019, the process to establish compatible guidelines has been implemented.
				3.	By December 31, 2020, the electronic citation data meets compatible guidelines for the National Crime Information Center, Uniform Crime Reporting, and National Incident Based Reporting System.
7.3	Enhance the state judicial data dictionary for citation/adjudication data systems.	1.	Develop a comprehensive Charge Code table with Common Codes, with agreement between CDOR, CDAC, and	1.	By February 28, 2018, have an agreed Charge Code table in place, along with an appropriate Data Dictionary.

			the State Court.		
7.4	Pursue data linkage of citation/adjudication data with other data systems.	1.	Develop a plan identifying the desired linkages.	1.	By December 31, 2017, document a proposed plan to achieve the desired linkage.
7.5	Develop performance measures for the citation/adjudication data systems.	1.	Develop performance measures for the citation/adjudication data systems.	1.	By June 1, 2017, identify performance measures in 2 of the 6 quality areas (timeliness, accuracy, uniformity, completeness, integration, accessibility) relative to citation/adjudication data systems.
		2.	Establish numeric goals for performance measures.	2.	By December 31, 2017, establish numerical goals for those performance measures.

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

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

No.	Improvement Area	Action Items	Performance Measure

8.1	Improve the integration of EMS and injury surveillance data systems with other data systems	1.	Identify mutually beneficial projects, based on the opportunities listed in the Traffic Records Assessment and in the 2007 Colorado study on data integration (Linking Traffic Accident Information to Public Health Data). Of interest to STRAC is the economic cost of motor vehicle-related injuries and clinical severity measures such as Glascow Coma Score, Abbreviated Injury Score for body regions, and Injury Severity Scale.	1.	By December 31, 2017, CDPHE and STRAC have identified mutually beneficial projects for data integration.
				2.	By December 31, 2018, CDPHE has completed a pilot linking of the necessary databases at CDPHE, and assessed the feasibility and need to routinely link these databases.
				3.	By December 31, 2019, CDPHE has an established system in place to routinely integrate (link) key components of the injury surveillance system and share updated results with STRAC and
		2.	Test the feasibility of linking Colorado traffic accident		

			report data and injury surveillance data systems data at the state level, .		other stakeholders.
				4.	By December 31, 2018, PSD and HFEMSD will collaborate on a pilot study of linkage achieved using multiple steps using deterministic (exact) matches of various number of elements (name, gender, date of incident +/- 1 day) followed by probabilistic (close match) linking and report on the percentage of records linked under different criteria.
8.2		Improve the data quality and assurance of EMS and injury surveillance data.	1.	Compile and share relevant data quality and assurance documentation needed for the next NHTSA traffic records assessment.	1.	By December 31, 2019, CDPHE has compiled and shared with STRAC relevant documentation needed for the next NHTSA

	2. Develop, compile, and share data quality management reports as applicable for the EMS, trauma, and vital records data systems that CDPHE manages.		traffic records assessment. 2. By December 31, 2019, CDPHE has developed, compiled, and shared with STRAC data quality management reports as applicable for the EMS, trauma, and vital records data systems that CDPHE manages.
	3. Develop and document performance measures related to timeliness, accuracy, completeness, uniformity, integration, and accessibility as applicable for the EMS, trauma, and vital records data systems that CDPHE manages.		3. By December 31, 2019, CDPHE has documented or developed performance measures related to timeliness, accuracy, completeness, uniformity, integration, and accessibility as applicable for the EMS, trauma, and vital records data systems that CDPHE manages.

				4.	By December 31, 2019, 70% of EMS patient care reports will be entered into the State EMS discharge file within 90 days after the EMS run. *(Timeliness – I-T-1)*
				5.	By December 31, 2019, 70% of EMS patient care reports will be submitted with no errors in critical data elements. *(Accuracy – I-A-1)*
				6.	By December 31, 2019, 70% of EMS patient care reports will be submitted with no missing critical data elements. *(Completeness – I-C-1)*
8.3	Improve the uniformity of EMS and injury surveillance data.	1.	Migrate the Colorado EMS data system to the national standard of NEMSIS Version 3.	1.	By December 31, 2019, 100% of records on the State EMS data file will be National

		2.	Determine data elements to include in this migration.		Emergency Medical Service Information System (NEMSIS)-compliant. *(Uniformity – I-U-1)*
		3.	Identify additional personal identifiers in Version 3 to make it easier to link data systems, especially the trauma system.		
8.4	Improve the accessibility of EMS and injury surveillance data.	1.	Compile and distribute an annual report on the percentage of injury records that have external cause of injury to maintain or increase cause reporting using ICD-10-CM.	1.	By December 31, 2017, the Colorado Hospital Association routinely shares with member hospitals and with the Colorado Health Information Management Association the percentage of injury records that have external cause of injury to maintain or increase cause reporting using ICD-10-CM. Note: CDPHE can provide annual results to

stakeholders, such as STRAC.

Table 10. Strategic Goals for Data Use and Integration

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

No.	Improvement Area	Action Items	Performance Measure
9.1	Improve data linkage between traffic records data systems.	1. Develop and execute a plan to understand data users and their data integration needs. 2. Identify and document the key data fields, data definitions, and data standards that would enable data to be linked between the six Traffic Records data systems (crash, driver, motor vehicle, citation/adjudication, roadway, and injury surveillance). Link the vehicle, driver, and crash data systems to	1. By December 31, 2016, present to the STRAC a document covering the various stakeholder / user needs for data integration between the six Traffic Records data systems (crash, driver, motor vehicle, citation/adjudication, roadway, and/or injury surveillance). 2. By June 30, 2019, the vehicle, driver, citation, and crash data systems have been linked to create one data interface.

			create one data interface.		
9.2	Improve access to resources for use and analysis of traffic record data systems.	1.	Develop and execute a plan to understand data users and their accessibility needs.	1.	By December 31, 2018, 80% of authorized traffic records data stakeholders have access to the crash data linked to vehicle, driver, and/or citation data. *(Accessibility)*
9.3	Improve intra-agency interface and interagency data integration.	1.	Develop and execute a plan to understand intra-agency interface and interagency data integration needs across all six Traffic Records data systems (crash, driver, motor vehicle, citation/adjudication, roadway, and/or injury surveillance).	1.	By December 31, 2017, present to STRAC a document covering the various stakeholder / user needs for access to the integrated data sets identified in Objective 9.1.
		2.	Develop a plan for providing law enforcement officers with interfaces (for example, web	2.	By June 1, 2018, present to the STRAC a proposed plan for providing services to assist in the auto-population of fields across various forms

		service calls) that would assist in auto-population of the relevant fields of various forms (crash report, citation, impairment, etc.) based on the input information. (For example, the information for the driver fields could be obtained using the driver's license number, or the information for the vehicle-related fields could be obtained using the license plate number.)	for use by the law enforcement agencies.

State traffic records strategic plan

Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements that are anticipated in the State's core safety databases (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations:

Planned activities that implement recommendations:

Unique Identifier	Planned Activity Name
FY20 Traffic Records	FY20 Traffic Records Improvements

Quantitative and Measurable Improvement

Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

State Highway Safety Data and Traffic Records System Assessment

Date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date:

Date of Assessment: **4/27/2015**

Requirement for maintenance of effort

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

405(d) Impaired driving countermeasures grant

Impaired driving assurances

Impaired driving qualification: **Mid-Range State**

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

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

Impaired driving program assessment

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

Date of Last NHTSA Assessment:

Authority to operate

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

Authority and Basis of Operation

Authority and Basis for CTFDID operation

C.R.S. 42-4-1306

Current through all Laws passed during the 2018 Legislative Session and Ballot Measures Approved in the November 2018 General Election

CO - Colorado Revised Statutes Annotated

TITLE 42. VEHICLES AND TRAFFIC

REGULATION OF VEHICLES AND TRAFFIC

ARTICLE 4. REGULATION OF VEHICLES AND TRAFFIC

PART 13. ALCOHOL AND DRUG OFFENSES

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

(1) The general assembly finds and declares that:

(a) Drunk and impaired driving continues to cause needless deaths and injuries, especially among young people;

(b) In 2003, there were over thirty thousand arrests for driving under the influence or driving while ability-impaired;

(c) Although Colorado has taken many measures to reduce the incidents of drunk and impaired driving, the persistent regularity of these incidents continues to be a problem, as evidenced by the case of Sonja Marie Devries who was killed in 2004 by a drunk driver who had been convicted of drunk driving on six previous occasions; and

(d) According to the federal national highway traffic safety administration, other states with a statewide task force on drunk and impaired driving have seen a decrease in incidents of drunk and impaired driving.

(2) There is hereby created the Colorado task force on drunk and impaired driving, referred to in this section as the "task force". The task force shall meet regularly to investigate methods of reducing the incidents of drunk and impaired driving and develop recommendations for the state of Colorado regarding the enhancement of government services, education, and intervention to prevent drunk and impaired driving.

(3)

(a) The task force shall consist of:

(I) The executive director of the department of transportation or his or her designee who shall also convene the first meeting of the task force;

(II) Three representatives appointed by the executive director of the department of revenue, with the following qualifications:

(A) One representative with expertise in driver's license sanctioning;

(B) One representative with expertise in enforcement of the state's liquor sales laws; and

(C) One representative from the department of revenue's marijuana enforcement division;

(III) The state court administrator or his or her designee;

(IV) The chief of the Colorado state patrol or his or her designee;

(V) The state public defender or his or her designee;

(VI) Two representatives appointed by the executive director of the department of human services with the following qualifications:

(A) One representative with expertise in substance abuse education and treatment for DUI or DWAI offenders; and

(B) One representative with expertise in providing minors, adolescents, and juvenile offenders with substance abuse treatment and related services;

(VII) The director of the division of probation services or his or her designee;

(VIII) The executive director of the department of public health and environment, or his or her designee;

(IX) The following members selected by the member serving pursuant to subsection (3)(a)(I) of this section:

(A) A representative of a statewide association of chiefs of police with experience in making arrests for drunk or impaired driving;

(B) A representative of a statewide organization of county sheriffs with experience in making arrests for drunk or impaired driving;

(C) A victim or a family member of a victim of drunk or impaired driving;

(D) A representative of a statewide organization of victims of drunk or impaired driving;

(E) A representative of a statewide organization of district attorneys with experience in prosecuting drunk or impaired driving offenses;

(F) A representative of a statewide organization of criminal defense attorneys with experience in defending persons charged with drunk or impaired driving offenses;

(G) A representative of a statewide organization that represents persons who sell alcoholic beverages for consumption on premises;

(G.5) A representative of a statewide organization that represents persons who sell alcoholic beverages for consumption off premises;

(H) A representative of a statewide organization that represents distributors of alcoholic beverages in Colorado;

(I) A manufacturer of alcoholic beverages in Colorado;

(J) A person under twenty-four years of age who is enrolled in a secondary or postsecondary school;

(K) A representative of a statewide organization that represents alcohol and drug addiction counselors;

(L) A representative of a statewide organization that represents persons licensed to sell retail marijuana for consumption off premises;

(M) A community-based representative of the substance use disorder prevention field; and

(N) A representative from the retail or medical marijuana industry who is an owner or manager of a retail dispensary;

(X) The director of the peace officers standards and training board or the director's designee; and

(XI) A researcher who is appointed by a majority of the task force members and who specializes in drunk and impaired driving research.

(b) Members selected pursuant to subparagraph (IX) of paragraph (a) of this subsection (3) shall serve terms of two years but may be selected for additional terms.

(c) Members of the task force shall not be compensated for or reimbursed for their expenses incurred in attending meetings of the task force.

(d) The initial meeting of the task force shall be convened on or before August 1, 2006, by the member serving pursuant to subparagraph (I) of paragraph (a) of this subsection (3). At the first meeting, the task force shall elect a chair and vice-chair from the members serving pursuant to subparagraphs (I) to (VIII) of paragraph (a) of this subsection (3), who shall serve a term of two years but who may be reelected for additional terms.

(e) The task force shall meet not less frequently than bimonthly and may adopt policies and procedures necessary to carry out its duties.

(4) Repealed.

(5) (Deleted by amendment, L. 2011, (SB 11-093), ch. 41, p. 108, § 2, effective March 21, 2011.)

History

Source:

L. 2006: Entire section added, p. 566, § 1, effective April 24.L. 2011: (3) and (5) amended, (SB 11-093), ch. 41, p. 108, § 2, effective March 21.L. 2014: (1)(d), (2), (3)(a)(VI), IP(3)(a)(IX), (3)(a)(IX)(J), and (3)(a)(IX)(K) amended and (3)(a)(IX)(L), (3)(a)(X), and (3)(a)(XI) added, (HB 14-1321), ch. 369, p. 1760, § 1, effective August 6.L. 2016: (1)(d) amended, (SB 16-189), ch. 210, p. 798, § 121, effective June 6.L. 2017: (4) repealed, (SB 17-231), ch. 174, p. 633, § 1, effective August 9.L. 2018: (3)(a)(II), IP(3)(a)(IX), and (3)(a)(IX)(K) amended and (3)(a)(IX)(M) and (3)(a)(IX)(N) added, (HB 18-1362), ch. 311, p. 1872, § 1, effective August 8.

Key Stakeholders

Process to develop and approve the Colorado Impaired Driving Plan

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

The subcommittees are listed below:

3. COMMUNICATION PROGRAM
4. CRIMINAL JUSTICE SYSTEM
5. PROGRAM EVALUATION AND DATA
6. PREVENTION

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

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

The Statewide Impaired Driving Plan was approved by members and representatives of the CTFDID on

June 7, 2019.

Letter of Introduction

It is our honor to present the 2020 Statewide Impaired Driving Plan for the State of Colorado. This comprehensive plan was created by members and representatives, of the Colorado Task Force on Drunk and Impaired Driving (CTFDID) with significant input and involvement of partners, stakeholders and interested parties. Development of the plan began in March 2019 and was approved by the task force on July 19, 2013. The CTFDID was created by Colorado Revised Statute 42-4-1306 in 2006 to address the problems and challenges of impaired driving.

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

8. Department of Transportation.
    1. Glenn Davis, Highway Safety Manager, Highway Safety Office
9. Department of Revenue (3 representatives):
    1. Expertise in driver's license sanctioning.
        1. Benjamin Mitchell, Director of Driver Control
    2. Expertise in enforcement of the state's liquor sales laws.

1. Patrick Maroney, Director Liquor Enforcement Division

3. Marijuana enforcement division.

1. James Burack, Director Marijuana Enforcement Division

10. State Court Administrator.

1. Ed Casias, County Court Judge, 5th Judicial District

11. Colorado State Patrol.

1. Josh Downing, Major

12. State Public Defender.

1. Daniel Gagarin, Public Defender

13. Division of Behavioral Health, Department of Human Services (2 representatives):

1. Expertise in substance abuse education and treatment for DUI or DWAI offenders.

1. Webster Hendricks, Persistent Drunk Driving Program Specialist

2. Expertise in providing minors, adolescents, and juvenile offenders with substance abuse treatment and related services.

1. Katie Wells, Manager, Adolescent Substance Use Disorder Programs

14. Division of Probation Service

1. Dana Wilks, Manager of Programs, State Court Administrator's Office

15. Department of Public Health and Environment.

§ Jeffrey Groff, Program Manager, EBAT and Laboratory Certification

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

16. Statewide Association of Chiefs of Police.

1. Bob Ticer, Chief -Loveland Police Department

17. Statewide Organization of County Sheriffs.

1. Dave Fisher, Undersheriff-Elbert County Sheriff's Office

18. A victim or a family member of a victim of drunk or impaired driving.

1. Julie Nackos

19. Statewide Organization of victims of drunk or impaired driving.

    1. Fan Lanzer, Director Colorado Mothers Against Drunk Driving (MADD)

20. Statewide Organization of district attorneys with experience in prosecuting drunk or impaired driving offenses (District Attorney's Office).

    1. Jennifer Knudsen, Traffic Safety Resource Prosecutor Colorado District Attorneys' Council

21. Statewide Organization of criminal defense attorneys with experience in defending persons charged with drunk or impaired driving offenses.

    1. Abe Hutt, Attorney at Law

22. Statewide Organization that represents persons who sell alcoholic beverages for consumption on premises.

    1. Paul Aylmer, President & CLO-Epicurean Catering-Colorado Restaurant Association

23. Statewide Organization that represents persons who sell alcoholic beverages for consumption off premises

    1. Andrew Klosterman, CEO Peak Beverage

24. Statewide Organization that represents distributors of alcoholic beverages in Colorado

    1. Tyler Henson, Axiom Strategies

25. Manufacturer of alcoholic beverages in Colorado

    1. Daniel Bewley, Government Affairs Committee for Colorado Brewers Guild and Operations Specialist Crooked Stave

26. A person under twenty-four years of age enrolled in secondary or post-secondary school.

    1. Lauren Avery, Student Metropolitan State University

27. Statewide Organization that represents alcohol and drug addiction counselors

    1. Marty Clark- Community Outreach Coordinator, Colorado Association of Addiction Professionals

28. Statewide organization that represents persons licensed to sell retail marijuana for consumption off premises.

    1. Kristi Kelly, Director Marijuana Industry Group

29. A representative from the retail or medical marijuana industry who is an owner or manager of a retail dispensary.

    1. Lisa Gee, Cannabis Dispensary Director, Lightshade

30. The director of the peace officers' standards and training board or the director's designee.

    1. Erik J. Bourgerie, Director Colorado Peace Officer Standard Training (POST)

31. A researcher who is appointed by a majority of the task force members and who specializes in drunk and impaired driving research.

    1. David Timken, C Ph.D, Director, Center for Impaired Driving Research and Evaluation

Date that the Statewide impaired driving plan was approved by the State's task force.

Date impaired driving plan approved by task force: **6/7/2019**

Strategic plan details

State will use a previously submitted Statewide impaired driving plan that was developed and approved within three years prior to the application due date.

Continue to use previously submitted plan: **No**

ASSURANCE: The State continues to use the previously submitted Statewide impaired driving plan.

Page number(s) from your impaired driving strategic plan that is based on the most recent version of Highway Safety Program Guideline No. 8 - Impaired Driving, which at a minimum covers the following:

Communication program: **7-9**

Criminal justice system: **10-12**

Program evaluation and data: **13**

Prevention: **14-15**

Alcohol and other drug misuse, including screening, treatment, assessment and rehabilitation: **16**

405(f) Motorcyclist safety grant

Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria:

Motorcycle rider training course: **Yes**

Motorcyclist awareness program: **No**

Reduction of fatalities and crashes: **No**

Impaired driving program: **No**

Reduction of impaired fatalities and accidents: **No**

Use of fees collected from motorcyclists: **Yes**

Motorcycle rider training course

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

State authority agency: **Colorado Department of Transportation**

State authority name/title: **Glenn Davis, Highway Safety Manager**

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

Approved curricula: **(i) Motorcycle Safety Foundation Basic Rider Course**

Other approved curricula:

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

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

County or Political Subdivision	Number of registered motorcycles
Adams County	15,710
Arapahoe County	15,519
Denver County	13,503
Douglas County	10,812
El Paso County	23,610

Fremont County	2,687
Jefferson County	23,889
La Plata County	2,982
Larimer County	14,495
Mesa	6,245
Moffat County	559
Montrose County	1,717
Morgan County	1,122
Pueblo County	5,910
Summit	1,555
Weld County	12,410

Total number of registered motorcycles in State.

Total # of registered motorcycles in State: **194,847**

Use of fees collected from motorcyclists for motorcycle programs

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

Use of fees criterion: **Law State**

Legal citations for each law state criteria.

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

Citations

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

Legal Citation: **C.R.S. 43-5-501**

Amended Date: **1/1/2018**

Citations

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

Legal Citation: **C.R.S. 43-5-504**

Amended Date: **1/1/2018**

Citations

Legal Citation Requirement: **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.**

Legal Citation: **C.R.S. 43-5-501**

Amended Date: **1/1/2018**

Citations

Legal Citation Requirement: **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.**

Legal Citation: **Colorado Revised Statues 43-5-504**

Amended Date: **1/1/2018**

Citations

Legal Citation Requirement: **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.**

Legal Citation: **Colorado Revised Statute 43-5-504**

Amended Date: **1/1/2018**

405(h) Nonmotorized safety grant

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(h) only for the authorized uses identified in § 1300.27(d).

Certifications, Assurances, and Highway Safety Plan PDFs

Certifications and Assurances for 23 U.S.C. Chapter 4 and Section 1906 grants, signed by the Governor's Representative for Highway Safety, certifying to the HSP application contents and performance conditions and providing assurances that the State will comply with applicable laws, and financial and programmatic requirements.

Supporting Documents
Signed FY20 1300 Certifications and Assurances.pdf
2020 Project Funding.xlsx