



Colorado State Patrol

A Division of the Colorado
Department of Public Safety



First in Traffic Safety



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Colonel's Message



The Colorado State Patrol strives to be *First in Traffic Safety* in Colorado. Being first in traffic safety is not easy; it requires that we be adaptive, resourceful, deliberate in what we do. It means others are constantly looking to us for answers. Being first in traffic safety has nothing to do with recognition or glory. It has everything to do with saving lives and reducing crashes on Colorado roadways. This organization was created specifically with this purpose in mind.

What distinguishes us from other local and state law enforcement agencies is not necessarily our devotion, professionalism or our commitment—though these are all very important to us. It is our people that make the difference. They have been, and continue to be, the driving force behind our success. Their combined efforts have made a lasting impact and saved countless lives across Colorado. Though much has changed in Colorado since 1935, our strategic, long-term objective remains the same. We aim to eliminate most traffic fatalities in Colorado by 2025, making our highways the safest in the country.

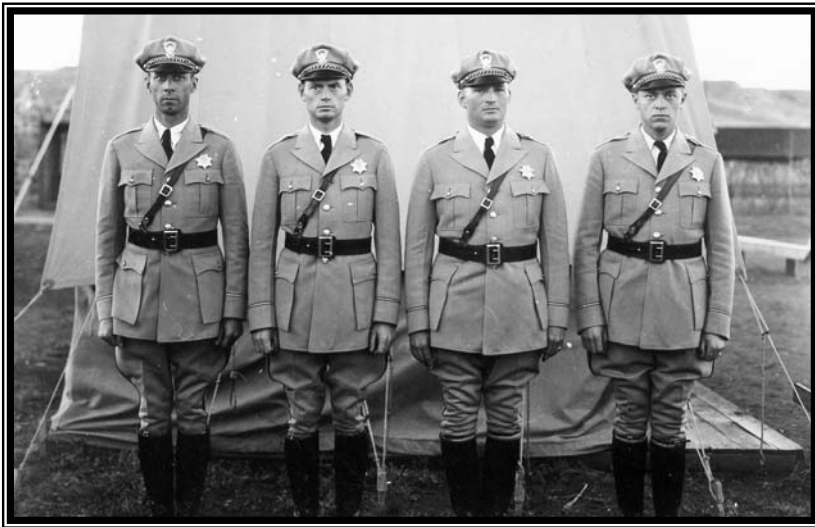
We have prepared this publication to better familiarize you with the Colorado State Patrol. Inside is a snapshot of our organization—from its inception to the present day. You will learn about challenges facing the organization and what the Patrol intends to do about them. You will see how the Patrol is organized and how it deploys its limited resources toward fulfilling its mission. We are committed to developing close partnerships with members of the public, legislators, advisory groups and others. Please contact us with any questions or concerns, or to arrange a personal visit and experience firsthand what the Colorado State Patrol is all about.

Sincerely,

A handwritten signature in blue ink that reads "Mark V. Trostel". The signature is written in a cursive, flowing style.

Mark V. Trostel
Chief, Colorado State Patrol

History of the Department



The Colorado State Patrol was established in 1935 as a division of the Colorado Department of Highways. The agency was originally known as the Colorado State Highway Courtesy Patrol. It was one of only four law enforcement agencies then existing in the state of Colorado.

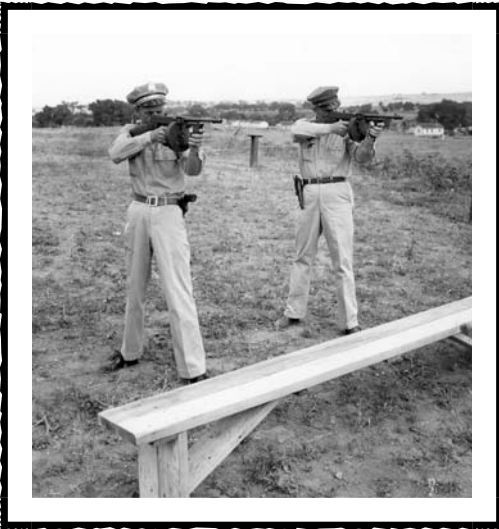
On September 23, 1935, 44 men selected from a pool of 7,500 applicants began six-weeks of intensive training at Camp George West. Following graduation, each patrolman was assigned a post somewhere in Colorado. Two-way radios weren't installed in our patrol cars until 1949, so officers were notified of service calls in rather unique ways. For example, dispatchers would often phone local filling stations along an officer's usual patrol route, and provide them with details of a pending service call. Attendants from the filling station would then post a red flag alongside the highway, which would alert an officer of the service call.

By 1945, the ranks of the Courtesy Patrol had grown to 100 Patrolmen, 10 Sergeants, 6 Captains, 1 Assistant Chief and the Chief. In 1947, the organization's name was formally changed to the Colorado State Patrol. The Colorado State Patrol derives its authority from legislative mandate, often referred to as the Patrol Act (34-33.5-201, *et seq.*, C.R.S.). It was enacted by the Colorado General Assembly in April, 1935, despite strong opposition by the public. The idea of creating a state-wide law enforcement agency with broad authority did not sit well with the public, particularly members of organized labor groups. Similarly, other state officers complained that their authority and jurisdiction would be endangered.

To sooth public apprehensions, the legislature carefully outlined the powers of patrolmen in the Patrol Act. The original Act specified that "it shall be their duty to promote safety, protect human life and preserve the highways of Colorado by the intelligent, courteous, and strict enforcement of the laws and regulation of this state relating to highways." Courtesy thus became the underlying theme of the Patrol Act.



Photo Archives



IDENTIFICATION CARD
STATE OF COLORADO
STATE HIGHWAY COURTESY
PATROL
Headquarters
1308 Lincoln Street Denver, Colorado

SHERMAN NEILSON
(Name)
PATROLMAN
(Grade)
ALAMOSA, COLO.
(Address)

82
(Badge No.)

I certify that the above named officer identified by the above numbered badge has all the powers of a peace officer for the purpose of enforcing the Highway Patrol Act and other laws regulating the operation of motor vehicles or use of the highways for the year:

(1935) _____
(1936) _____
(1937) _____
(1938) _____
(1939) _____

Sherman Neilson
(Officer's Signature)

IN CASE OF EMERGENCY
CALL: _____
TABOR 3361 (Denver)

IMPORTANT: This card will be signed by the Supervisor on January 1st of each year.



Hiring Qualifications for Patrolmen, Circa 1935

The State Highway Courtesy Patrol Board established the following hiring criteria in 1935. Each candidate was required to secure a letter of recommendation, usually from a local political or business leader. In addition to the qualifications outlined below, a candidate's political party affiliation was a strong determinate of whether an applicant would be selected. Preference was often given to those aligned with the Democratic Party.

1. All applicants for a position as patrolmen must be at least 5 feet, 11 inches in height, weight at least 165 pounds, and demonstrate physical fitness. Physical tests will be given.
2. Candidates must be between the ages of 25 and 40 years immediately preceding appointment.
3. All candidates must be of good moral character and able to furnish bond.
4. All candidates must pass a strict physical examination by the Patrol surgeon, showing that they have no physical disabilities.
5. All candidates must have had at least two years work in a standard high school, and be well informed in general subjects.
6. Applicants must possess a reasonable amount of intelligence and ability in the following traits: language, general information, reasoning, attention to detail, and judgment.
7. No officer will be finally certified until after six months of service and has proven to the complete satisfaction of the Patrol Board his fitness for the position.
8. Any successful candidate must maintain physical and mental ability.
9. The Patrol Board will suspend or dismiss, with the approval of the Civil Service Commission, any officer who is found unfit for service.



Uniformed Rank Structure

COMMISSIONED OFFICERS



COLONEL
Chief of the Patrol



LIEUTENANT COLONEL
Region Commander



MAJOR
District/Branch Commander



CAPTAIN
Troop/Section Commander

NON-COMMISSIONED OFFICERS

SERGEANT



CORPORAL/TECHNICIAN



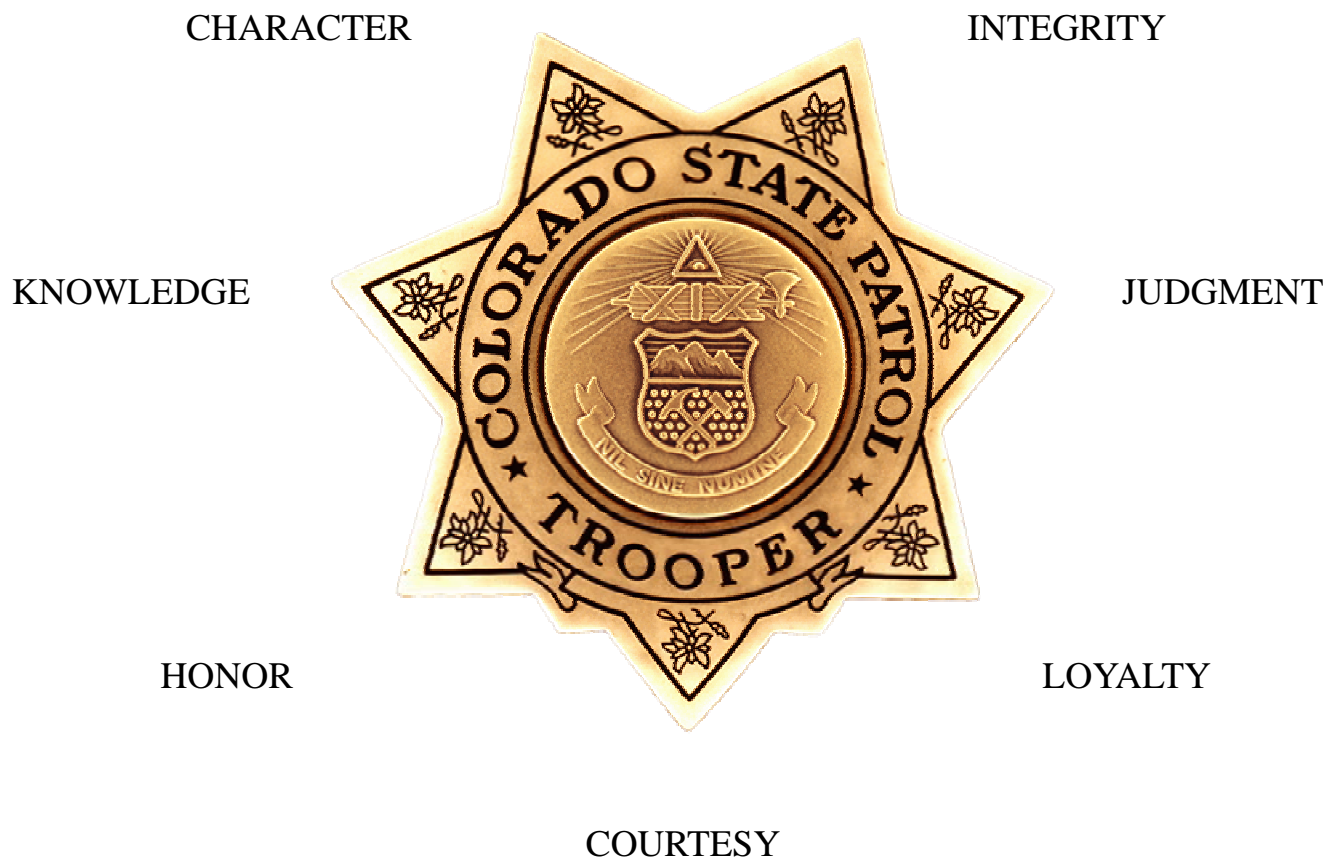
MASTER TROOPER



TROOPER

No
Insignia

The Colorado State Patrol Badge



Within the center of the triangle lies the eye of God, from which rays radiate on two sides. Below the eye is a scroll, the Roman Fasces, where there is a bundle of elm rods and a battle axe bound together by thongs and bearing on a band the word, "Union and Constitution." The Roman Fasces is the insignia of a republican form of government. The bundle of elm rods bound together symbolizes strength. The axe symbolizes authority and leadership.

Below the scroll is the heraldic shield. Inside are three snow-capped mountains with clouds above them. The lower half of the shield has two miner's tools, a pick and sledge hammer, symbolic of Colorado's early mining history. Below the shield in a semicircle is the Colorado motto, "Nil Sine Numine", Latin words meaning "nothing without divine providence."

Vision Statement & Strategic Goals

VISION STATEMENT

The Colorado State Patrol is a progressive law enforcement agency using advanced technologies and training to provide exemplary service to the citizens of Colorado. The Colorado State Patrol is committed to a safe and secure future for the citizens of Colorado, and will contribute to that future through...

- ▲ Building partnerships with citizens and communities to enhance public safety.
- ▲ Building partnerships with other state, county, and municipal agencies to enhance law enforcement services in the state.
- ▲ Building partnerships with Patrol employees to create a supportive environment for the realization of their full potential in their careers, families, and communities.

STRATEGIC GOALS

The Colorado State Patrol follows a strategic planning process that was implemented with input from the citizens of Colorado, various partnership agencies, and its own members. The following five strategic goals were developed to guide the State Patrol toward a successful future.

- ▲ To provide a safe and secure environment on Colorado highways.
- ▲ To secure necessary resources to provide expected customer services.
- ▲ To provide an environment for employees which is conducive to high quality service.
- ▲ To maintain a highly trained, motivated, competent work force providing professional service.
- ▲ To provide high quality law enforcement service through sharing of resources to maximize taxpayer dollars.

The Patrol is committed to being responsive to public expectations of service and believes these strategic goals are the foundation for fulfilling its operational goals and objectives in the future.



Mission of the Colorado State Patrol

The mission of the Colorado State Patrol is to ensure a safe and secure environment in Colorado for all persons by providing professional law enforcement through responsive, courteous, caring and dedicated service.

The Colorado State Patrol's statutory charge is to facilitate the safe and efficient movement of all motor vehicle traffic, and to assist motorists in need of assistance on Colorado roadways. The Patrol's foremost priority is the prevention of fatal, injury, and property damage crashes.

The powers and duties of the Patrol are broadly defined in the Patrol Act, which can be found in the *Colorado Revised Statutes* (24-33.5-201 *et seq.*). The Patrol has the following responsibilities, all of which are tailored toward a total traffic safety management program.

- Enforce all the laws of the state of Colorado on approximately 8,483 miles of state highways and more than 57,000 miles of county roads.
- Investigate and report traffic crashes occurring on public property.
- Direct, control and regulate motor vehicle traffic on public roadways.
- Inspect vehicles for safety-related equipment violations.
- Inspect vehicles carrying livestock for brand inspection certificates.
- Provide community education and administer safety programs to the public.
- Regulate road closures for special events, inclement weather, or when necessary to prevent further injury or damage following an emergency.
- Promulgate and enforce rules and regulations for commercial motor vehicles.
- Operate a state-wide law enforcement telecommunications system.
- Perform criminal interdiction on Colorado highways, focusing on the transport of illegal drugs.
- Assist in state homeland security efforts.
- Provide emergency assistance in the event of major disasters, civil protests, or when requested by local law enforcement.

Traffic Safety Improvement Plan

The CSP strategic direction selected by the CSP Command Staff relies upon trooper visibility on Colorado's roadways in order to deter motorists from engaging in dangerous or criminal behavior. The main premise for this strategy is that a strong law enforcement presence will raise awareness in motor vehicle operators in order to gain voluntary compliance with the State's laws and regulations. Under this strategic philosophy, the Patrol will periodically concentrate its limited enforcement resources on 13 of the most dangerous stretches of highway—designated by the Patrol as highway safety zones—through the use of district-wide saturation patrols. A *saturation patrol* is defined as two or more officers actively patrolling a dedicated stretch of highway, while remaining free from routine service calls during the period of active enforcement.

A core assumption is that trooper visibility, as represented by marked Patrol cars moving through traffic, coupled with strict enforcement improves traffic safety. This combined effort, which began in all CSP field districts during the first quarter of FY 2002-03, has the following major objectives:

Outcome Measures and Targets

- Reduce by at least 5.0 percent the number of persons killed on each of the 13 “highway safety zones” (i.e. targeted highway segment).
- Reduce by at least 5.0 percent the number of fatal and injury crashes on each of the 13 “highway safety zones” (i.e. targeted highway segment).
- Reduce by at least 2.0 percent the number of fatal and injury crashes that are investigated by CSP officers statewide.
- Decrease by 5.0 percent the number of DUI/DUID caused fatal and injury crashes investigated by CSP officers statewide.

Performance Measures and Targets

- Increase by at least 5.0 percent the total number of officer hours recorded for “traffic enforcement” and “self-initiated” activities.
- Incorporate at least one new Community Traffic-Initiated Patrol Strategies (CTIPS) on each of the 13 “highway safety zones” (i.e. targeted highway segment) in order to improve traffic safety by means other than high visibility campaigns.

Midway through FY 2002-03, this patrol strategy has reduced the number of fatal and injury crashes on targeted highway segments by 19.1 percent from the previous year.

2003 Public Opinion Survey



The Colorado State Patrol, in conjunction with *Corona Research, Inc.*, recently conducted a public opinion survey, which was in follow-up to a survey done in 2001. The goal of the survey was to gather information from citizens on a variety of issues related to the Patrol, including:

- Overall impressions of the CSP
- Opinions and perceptions of the CSP's public safety responsibilities and activities
- Perceptions of Colorado's motoring environment, and
- Knowledge and opinions about CSP budget and staffing issues.

Several important findings emerged from the research, which are summarized below for your review. A complete copy of the survey can also be made available at your request. Much of this data will assist the Patrol in long-range planning, improving service quality, and tailoring our programs to meet public expectations. We are proud of the services we provide to the public, and this survey ensures the Patrol is staying on track. Highlights of the survey include:

The Colorado State Patrol is well-regarded by most Colorado residents. Residents are 21 times more likely to have a positive impression of the CSP than a negative impression, and nearly 15 times more likely to view it as above average versus below average compared to local law enforcement agencies in Colorado.

Most public contact with the CSP is positive. Even though almost half of the contacts between the public and the CSP are citations or warnings, less than 10 percent of those contacts are rated poorly by the public. Almost 88 percent of the public rated their contact as courteous and professional, and another 4 percent didn't remember or had no opinion.

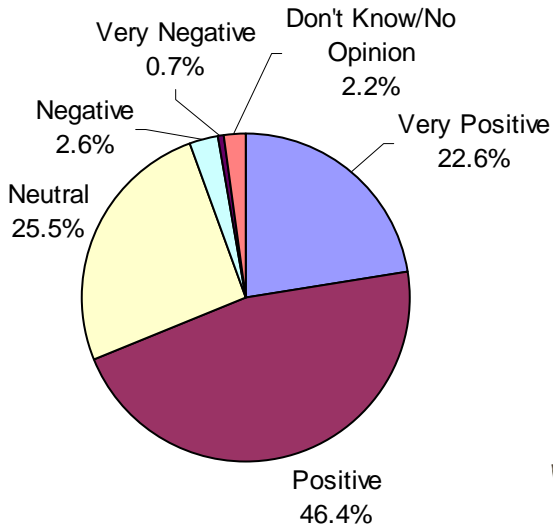
A majority of residents see a link between CSP presence and traffic safety. A total of 79 percent of respondents believe that seeing multiple troopers on a stretch of road results in safer behavior by the vehicles around them. Interestingly, 35 percent also said that they themselves drive more safely when they see multiple troopers. (Note that this is not "driving differently," but "driving more safely.")

Other drivers are Coloradans' greatest concern when driving. Coloradans tend to view other drivers' behaviors as the main threat to their safety when on the road, as compared to poor road design or maintenance. The largest perceived threats are aggressive drivers, drunk drivers, and distracted drivers.

The public has high standards for service. Over half of survey respondents believe that response times for traffic accidents should be less than ten minutes.

Residents support a greater presence for the Colorado State Patrol. Respondents overwhelmingly support saturation patrols by the CSP.

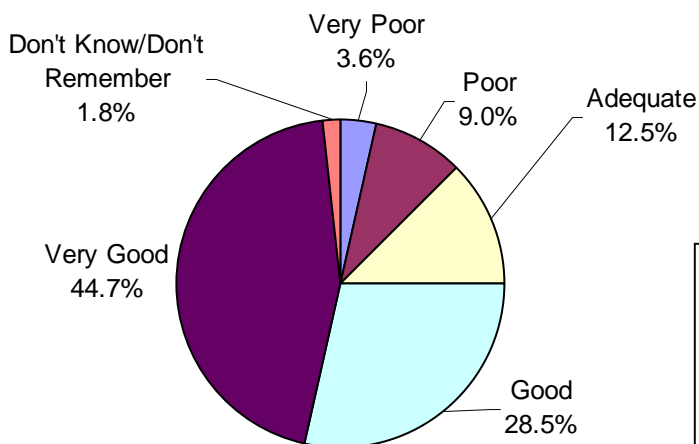
Impression of CSP as Agency



When asked for a comparative assessment of the CSP, just over 34 percent thought it to be an above average law enforcement agency, and another seven percent rated it the best law enforcement agency in the state. Less than three percent rated the CSP below average, and no respondents selected the potential response that the CSP is the worst law enforcement agency in the state.



Rating of Contact with CSP

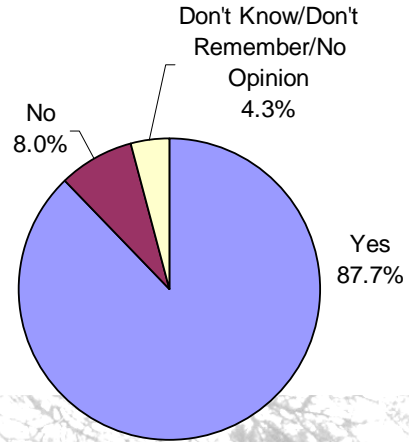


Over 73 percent of the respondents who had had personal contact with the CSP in the past three years, rated the quality of service received from the CSP as very good or good. Since almost half of the contacts were for inherently undesirable experiences such as getting a citation, this is a high approval rate.

The same respondents who claimed to have had a personal contact with the CSP in the past three years were asked if the trooper treated them courteously and professionally. Almost ninety percent of these respondents said they did receive courteous and professional service from the trooper. Eight percent said that the service was not courteous and professional and four percent did not know or recall.

This suggests that the CSP presents a very professional face to the public.

Courteous/Professional Treatment From CSP



Agreement or Disagreement to Selected Statements

	Strongly Agree	Agree	Disagree	Strongly Disagree	No Opinion
Traffic accidents are preventable.	32.5%	56.8%	6.9%	0.9%	2.8%
Enforcement actions (such as citations) decrease the chance of accidents.	13.2%	51.1%	26.0%	1.6%	8.2%
Educational programs decrease the chance of accidents.	26.2%	60.1%	9.1%	0.4%	4.3%
Seeing troopers on the road decreases dangerous driving behavior.	29.8%	57.5%	8.2%	1.1%	3.4%
Seat belts save lives.	59.2%	36.2%	2.5%	0.4%	1.7%
Traffic stops reduce criminal activities such as drug trafficking.	16.0%	46.9%	19.6%	2.1%	15.4%
Society should set a goal of no one being killed in traffic crashes.	23.6%	49.1%	16.8%	2.9%	7.6%

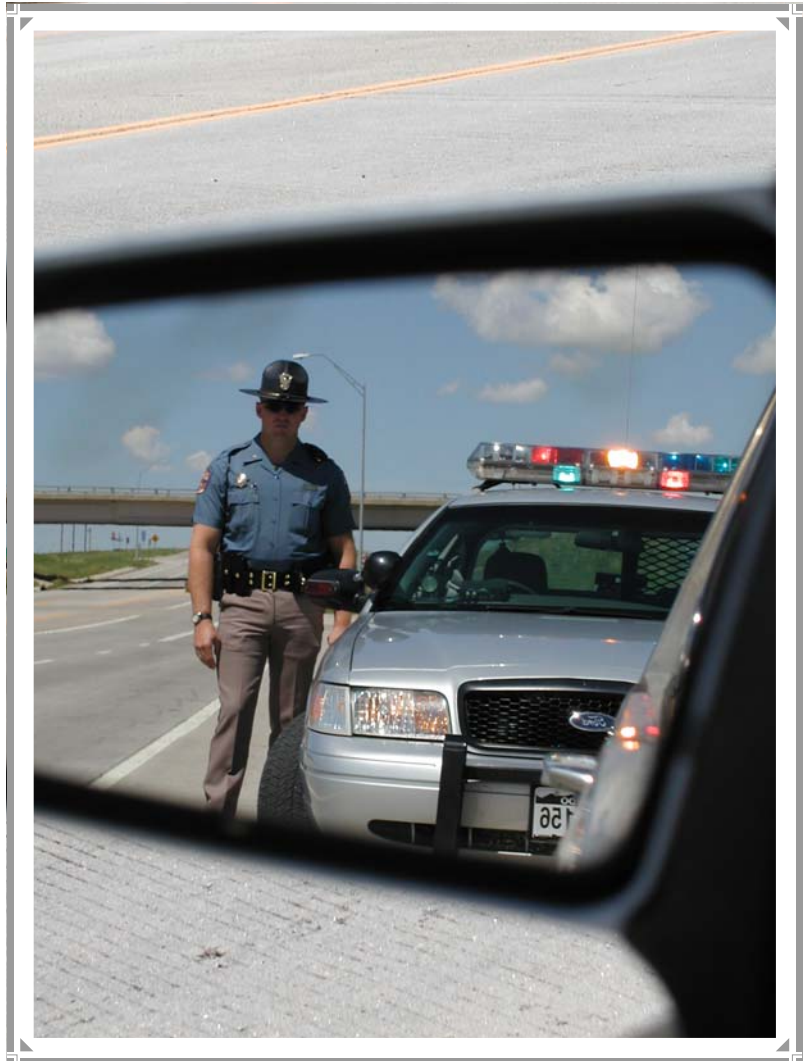
When asked their opinions regarding the single greatest hazard on Colorado’s roads, a majority of respondents (about thirty seven percent) stated that aggressive drivers were the single greatest hazard on Colorado’s roads followed by distracted drivers (over twenty two percent) and drunk drivers (almost twenty two percent).

Driving behaviors were far more likely to be cited as the major hazard than were engineering or maintenance issues.



“Over 45% of drivers stated that they change their driving behavior when they observe a strong CSP presence on the roads. A majority of those—and a total of 35% of all drivers—admit that they drive in a more safe manner.”

This presents a very strong case that a CSP presence not only changes behavior, but also influences it in a positive manner.”



Patrol Organization

The Colorado State Patrol is a quasi-military organization, so naturally it observes traditional military etiquette and customs. For example, the Patrol routinely conducts personnel inspections, observes a formalized chain-of-command rank structure, requires its troopers to salute commissioned officers within the department, and abides by strict uniform and personal grooming standards. In many other respects though, the Patrol is not unlike any other state law enforcement agency. The organization is divided into three regions and six districts. Each region is commanded by a Lieutenant Colonel, while each district is commanded by a Major. Within each district area a number of troop/section offices. These are normally commanded by a Captain. The map below highlights current district boundaries within the Patrol.

District 1 Headquarters: Castle Rock, Colorado

District 2 Headquarters: Pueblo, Colorado

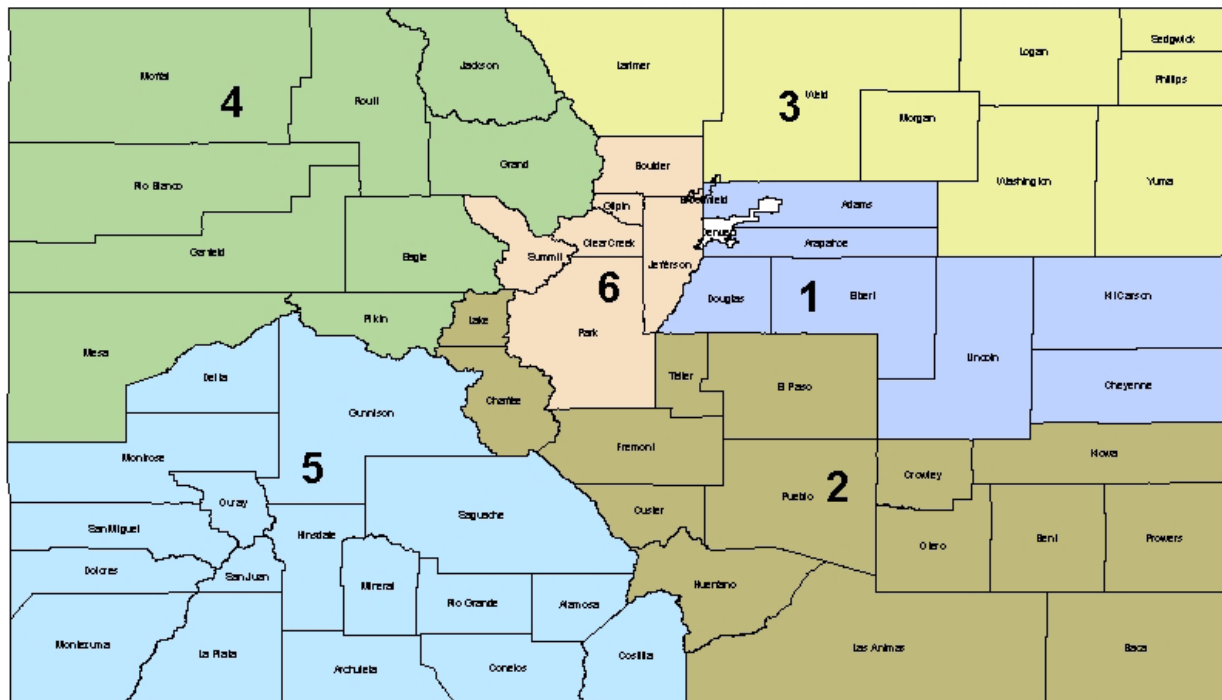
District 3 Headquarters: Evans, Colorado

District 4 Headquarters: Fruita, Colorado

District 5 Headquarters: Durango, Colorado

District 6 Headquarters: Golden, Colorado

DISTRICT BOUNDARIES



District One: District one spans 11,998 square miles in seven central and eastern Colorado counties. This area varies from small farming communities on the eastern plains, to the heavily populated seven-county Denver metropolitan area. Troop offices are located in Limon, Castle Rock and Commerce City.

District Two: Encompassing the southeastern corner of Colorado, district two consists of 15 counties covering a total of 25,741 square miles. Troop offices are located in Pueblo, Colorado Springs, Lamar, and Trinidad.

District Three: This district is located throughout the northeast corner of Colorado, and is made up of eight counties. Troop offices are located in Evans, Sterling, and Fort Collins.

District Four: District four is located in the northwest corner of Colorado. It includes nine counties, nine major ski areas, and covers a total of 19,863 square miles. Troop offices are located in Fruita, Craig, and Glenwood Springs.

District Five: District five covers 17 counties and encompasses the southwestern portion of Colorado. The district spans over 24,305 square miles and troop offices are located in Durango, Alamosa, and Montrose.

District Six: District six comprises seven counties in the north-central region of the state. Troop offices are located in Golden, Frisco, and Broomfield.

CASTLE ROCK TROOP OFFICE



Colorado State Patrol Training Academy



The Colorado State Patrol maintains a proud tradition of providing training and continuing education to its uniformed members. The training academy is located at Camp George West in Golden, Colorado. Through cooperative arrangements, training has been provided to hundreds of students from local police and sheriffs' departments, along with members from other state agencies. In recent years, the training academy has greatly expanded and improved its training facilities, to include the purchase of a new interactive firearms simulator, a redesigned and upgraded exercise facility, refurbished dorm rooms, and an integrated computer network system.

Uniformed Basic Training and Continuing Education

The Academy provides instructors for initial training, recertification, and other specialized training for Patrol personnel. Training is provided in various fields by Academy staff, outside experts and other specialists. Since 1992, approximately 634 cadet troopers have graduated from the training academy. Moreover, over 13,667 members of the *Colorado Department of Public Safety* have attended training at the training academy at one time or another.

Field Training Officer Program (FTO)

The purpose of the FTO program is to provide an extension of Academy learning following a uniform member's graduation. Field Training Officers provide additional learning and training experiences to new recruits once they have graduated from the academy. The program ensures that once a recruit leaves the training academy, they will continue to receive ongoing training and support. The FTO is also responsible for coordinating troop remedial and refresher training.

The first FTO class was held in February, 1981, and was developed to enhance training to our members in the field. Since that time, FTO basic and refresher classes have been conducted periodically to keep trainers abreast of current adult learning techniques and the newest developments in law enforcement training. Some state law enforcement agencies throughout the country have modeled their training programs after the State Patrol's.

Drug Recognition Expert Program (DRE)

Drug Recognition Experts are certified by the *International Association of Chiefs of Police (IACP)* and the *National Highway Traffic Safety Administration (NHTSA)*. This proven program enables specially trained officers to identify drivers who may be under the influence of drugs. Thirty-three states have adopted the DRE program. Many state programs were developed with the aid of instructors from the Colorado State Patrol.

DRE officers administer a series of tests to determine if a person is under the influence of drugs. Once a driver has performed the *Standard Field Sobriety Tests (SFST)*, a more intensive examination follows. Typically a DRE will evaluate a driver's blood pressure, pulse rate, body temperature, and conduct an eye examination. With proper training and experience, it's possible to determine if a person is under the influence of drugs using these methods. Blood or urine analyses are used to corroborate the DRE's opinion.

All DREs must meet strict standards established by the IACP every two years in order to maintain their certification. The State of Colorado also requires recertification, though every 18 months. Currently, the Patrol has 29 Drug Recognition Experts, five of whom are qualified as DRE instructors. In calendar year 2002, our DREs conducted 271 evaluations on drivers suspected of driving under the influence of drugs. DREs have become a significant resource for traffic safety enforcement as they identify and remove drug-impaired drivers from Colorado roadways.



Accident Investigation Training

The Colorado State Patrol is the only highway patrol agency in the country that requires its officers to become Level II Technical Accident Investigators as a condition of employment. The Academy trains cadets in Level I investigation, then offers the required Level II training on a regular basis. Level III Accident Reconstruction and Level IV Computer Aided Accident Reconstruction are also offered. This training is conducted in partnership with the *Rocky Mountain Institute of Traffic Safety (RMITS)* of Colorado State University.

There are four skill levels of technical accident investigation, each building upon foundations of earlier courses of instruction. Additionally, the Academy offers advanced training in accident investigation at railroad crossings, commercial motor vehicle-involved accidents, motorcycle accidents, and automobile versus pedestrian accidents.

First aid and CPR Training

Every uniformed officer is expected to maintain knowledge and ability regarding current emergency medical services procedures. Troopers who are either Red Cross or American heart certified instructors train and re-certify all uniformed personnel in Basic Life Support and CPR techniques.

The Media Production Unit

The Media production Unit produces law enforcement training videos, as well as videos that document the activities of the Academy and the State Patrol. Recent videos have documented the Patrol's involvement with the World Ski Championships, recently held in Vail, Colorado, and the Patrol's annual youth academy. This unit also maintains the training academy website.

Arrest Control

All uniform members are trained in *Pressure Point Control Tactics* (PPCT), which are arrest control tactics. PPCT was established in 1980 after the culmination of extensive research. This arrest control system is legally, medically, and tactically defensible in a court of law, and approved for use by law enforcement agencies. PPCT is designed to thwart aggressive or hostile behavior through the application of appropriate levels of force.

PPCT uses pressure points and nerve motor points to control or subdue resistive subjects, without causing tissue or joint damage. Training topics include the force continuum, survival learning, control principles, tactical handcuffing, pressure-point control tactics, joint locks, defensive counterstrikes, impact weapons, handgun retention and disarming, and the shoulder pin restraint. Another component of this system is fingertip pressure control tactics, which is used for passive resisters. The State Patrol also trains uniform members in law enforcement ground fighting tactics, an effective defense system derived from various martial arts disciplines.



Emergency Vehicle Operations

The Training Academy has a pursuit-driving track located on South Table Mountain. The track is 1.47 miles in length and is paved. This facility is in high demand as there are few other driver-training venues within the State and none of this caliber. Cadets receive 48-hours of intense training, concentrating on their ability to respond safely to emergency service calls. Patrol driving instructors have attended some of the most dynamic driver training offered to law enforcement in this country, and it is no wonder they are sought out to provide expert training to driving instructors from other law enforcement agencies in Colorado.

Crowd Control Team

The mission of the Crowd Control Team is to mitigate incidents of mass civil disorder, namely riots. The team also provides protection to state personnel, equipment, and property located at the State Capitol Complex. The Patrol's crowd control team is a specialized, well-equipped, and highly training unit. This team is developed to operated independently, or in concert with other municipal, country, or state law enforcement agencies.

Firearms Training

Initial firearms training given to all cadets is conducted at the Academy firing range. During this initial training, the students receive over 80-hours of instruction on tactical handgun and shotgun use. Additionally, uniformed members receive updated firearms skills training offered each year during in-service training sessions.

All uniform personnel must show proficiency with their service weapons, and any authorized non-issue weapons by satisfactory completion of a firearms qualification course. The State Patrol's indoor range is equipped with a range 3000 decision shooting simulator, which provides state-of-the-art training to our officers, particularly in shoot, don't shoot scenarios.



CSP Selection Team

The Selection Team is charged with recruiting the most qualified applicants for the Patrol, with an emphasis on creating a diverse workforce. This is accomplished through various outreach activities. For example, each year the Selection Team hosts a job fair at the CSP Training Academy. The job fair provides the Patrol with a solid opportunity to attract new applicants. Uniform members from various specialty assignments within the Patrol are invited to demonstrate their equipment and explain their job duties. Fully-equipped patrol vehicle are also put on display. The team also attends job fairs throughout Colorado. The Selection Team routinely fields inquiries from potential candidates, and assists them through the application process. This ensures that candidates know what to expect, and are mentally and physically prepared when they report to the Training Academy.

The Selection Team is also tasked with conducting pre-employment background checks, which requires an in-depth review of an applicant's prior job history, any criminal and driving records, credit and financial history, and personal references to name a few. A background investigator also meets with the prospective applicant at their place of residence, and conducts extensive interviews with friends, neighbors, acquaintances, and former employers. All these steps ensure that the Patrol hires only the best candidates available. During the hiring process, each candidate must also submit to a polygraph examination—commonly referred to as a lie detector test. Using sophisticated equipment, skilled investigators can often determine using telltale signs when an applicant is being deceptive under direct examination. This tool is also used to determine whether an applicant may have purposely falsified information on their application. Our members' must demonstrate high moral and ethical standards at all times; anything less is simply unacceptable. This is why we require every applicant—sworn, civilian, or even volunteers—to submit to a background and polygraph examination prior to beginning a career with the State Patrol.



Accident Reconstruction Team

The primary responsibility of the Accident Reconstruction Team (ART) is technical accident investigation. Technical accident investigation is a wide-ranging process aimed at determining the cause of a fatal crash. Why is finding the cause so important? Because it could prevent similar occurrences in the future. While driver error still appears to be the leading cause of most serious-injury and fatal crashes, other causes have been identified as well. For example, ART team members routinely conduct full mechanical inspections on vehicles involved in a fatal crash. This is done to determine whether a mechanical failure or defect somehow contributed to the crash. Sometimes poor highway markings, malfunctioning traffic signals, or other highway design flaws have been responsible for a fatal crash.

Before a member can be assigned to the ART team, they must demonstrate a high degree of proficiency in accident investigation and come well-recommended by a supervisor. They must also have attained certification as a Level IV accident investigator, the highest level possible. Once assigned to the team, these officers utilize sophisticated technology to aid them in reconstructing a crash scene. Because witnesses to a crash are not always available, investigators must rely upon their technical ability, field experience, and investigative skills to answer the all important question, what happened? A careful interpretation of roadway evidence, such as skid marks or paint transfer markings, can go a long way toward determining a cause. Now add a vehicle damage (crush) analysis, information provided by witnesses, results from any mechanical inspections, and various calculations derived from measurements taken at the scene, an experienced investigator can make a reliable assessment as to the cause.



Public Affairs Section

The Public Affairs Section is responsible for disseminating information to the public, usually via the local media in Colorado. During any given day, the Patrol receives literally hundreds of requests for information. It is the job of Public Affairs to provide this information in a timely and efficient manner. The section also responds to media inquiries by producing news releases, or by conducting telephone or in-camera interviews. By providing these services, the section generates awareness of traffic safety issues and builds trust with members of the community. Often times the local media can become allies as we strive to increase public awareness.

Public Information Officers

Public Information Officers issue news and traffic safety releases to troop offices, newspapers, and radio and television stations throughout the state. The patrol makes every effort to keep the general public informed of efforts and activities directed toward serving and protecting citizens by means of accurate, factual, and timely news releases. The Public Information Officer provides the news media with live broadcasts or interviews for special occasions.

Community Resource Officers

Community Resource Officers in each district work to ensure the smooth flow of information with citizens and the media in their respective areas. These Offices are highly trained with regard to patrol-supported education programs, and are skilled in dealing with local news media to provide timely and accurate information to patrol customers.

Child Passenger Safety Team (CPS Team)

The CPS Team was created with the mission of providing an environment in Colorado where every child will be properly secured in an approved and appropriate restraining system while riding in a motor vehicle. This is being accomplished through public education, technical training, fostering advocacy and providing necessary resources. The program is administered by the patrol and funded by National Highway Traffic Safety Administration (NHTSA) and the Colorado Department of Transportation (CDOT).



Photo Laboratory

The Colorado State Patrol Photo laboratory processes and prints color film. It retains files of negatives and slides of many motor vehicle crashes investigated by the patrol. Archives are also maintained of all personnel ID photos, retirements, and other special events.

Responsibilities of the Photo laboratory include utilizing photography and video equipment for crash investigation, visual displays and exhibits, publicity and public relations, and providing photographs and videotapes used as evidence in criminal or civil cases.

Operational Services Branch

The Operational Service Branch is commanded by a Major, and includes most of the Patrol's uniform specialty groups. The branch is comprised of the Aircraft Section, Investigative Services Section, Canine Team, HAZMAT Section, Motor Carrier Safety Assistance Program, and the Motorcycle Section. Each group is tasked with performing various activities in support of the Patrol's mission.



Aircraft Section

The primary mission of the Colorado State Patrol Aircraft Section is aerial traffic enforcement. Each aircraft is commanded by an experienced uniformed officer from the Patrol, who also happens to be a certified commercial pilot. From the air, pilots can easily identify dangerous or unsafe driving behavior. By coordinating with officers on the ground, these drivers can be quickly stopped and cited. The aircraft section has greatly expanded the Patrol's traffic enforcement capabilities as aggressive or unsafe drivers are detected with far greater frequency than would be possible using traditional ground enforcement methods. Other responsibilities of the aircraft section include search and rescue operations, emergency transport of life-saving medical equipment or organs, prisoner transport, providing aerial surveillance or photography, and the transport of government officials, to include the Governor.

The section also manages the aircraft pool for the state of Colorado. The aircraft pool is available twenty-four hours a day, seven days a week, and provides reliable and cost-effective air transportation to members of state government. The Patrol currently operates a fleet of five fixed-wing aircraft, four of which are based along the front-range at Centennial Airport. One aircraft is currently based in Grand Junction and provides aerial traffic enforcement for western Colorado.

Fiscal year 2003 completed 38 years of accident free flight operations for the Colorado State Patrol. Since its inception, a total of 53,000 accident-free flight hours were recorded, an equivalent of traveling approximately seven million miles or 347 trips around the globe.



Motorcycle Section

The motorcycle section conducts specialized traffic enforcement statewide using the latest innovations in law enforcement motorcycle technology. There are currently 20 motor officers deployed throughout the state, and the section is funded primarily with the aid of Federal grants. Motor officers currently ride aboard Harley Davidson and BMW motorcycles. Team members must complete a rigorous certification program, requiring more than 120 hours of instruction and skills training.

Motorcycles have many prime advantages over marked patrol cars when conducting traffic enforcement. These include faster acceleration, better maneuverability and handling, and superb fuel economy. These factors enable motor officers to increase their productivity and hone in on aggressive or unsafe drivers more quickly. It also enables them to negotiate heavy traffic and respond to crashes with relative ease.

Motor officers also provide efficient traffic enforcement in areas where use of a marked patrol car would be impractical. Examples include narrow, two-lane highways, marked construction zones, and densely traveled roadways. Other principal duties and responsibilities of the motorcycle section include providing traffic enforcement during special events such as the *Four Corners Motorcycle Rally*, *Ride the Rockies*, and other competitive bicycle events. They also routinely provide escort services for visiting dignitaries and prominent political figures.



Motor Carrier Safety & Assistance Program (MCSAP)

This section enforces State and Federal Motor Carrier Safety Regulations by performing mechanical safety inspections of commercial motor vehicles and by conducting on-site compliance reviews of selected transporters in Colorado. Through high-visibility enforcement, increased awareness and training, MCSAP aims to reduce the number of serious-injury and fatal crashes in Colorado involving commercial motor vehicles. This section is federally funded.

MCSAP inspectors also provide technical assistance to road troopers following serious commercial motor vehicle crashes. Assistance often entails completion of a post-accident mechanical inspection, which can form the crux of a criminal prosecution. Assistance may also include a detailed review of key documents, such as driver log entries, fuel receipts, shipping manifests, and so forth.

MCSAP inspectors are dispatched throughout the state and trained to conduct extensive mechanical safety inspections. The inspections are normally conducted on the roadside during the course of a traffic stop. Inspectors carefully examine mechanical components and systems of commercial vehicles, and have legal authority to prohibit operation of a commercial motor vehicle—particularly when gross mechanical defects are discovered during an inspection. Mechanical defects are often a contributing factor in serious commercial motor vehicle crashes.

Crashes involving commercial motor vehicles are particularly dangerous due to their relative size and weight. A typical commercial motor vehicle, including cargo, can weight up to 80,000 pounds. During a crash with a passenger car, the disparity in weight becomes very apparent. Commercial motor vehicles inflict extensive damage to passenger vehicles, which often leads to serious life-threatening injuries. The excessive weight of a commercial motor vehicle also extends the amount of distance needed for it to stop following a crash, which can and does often result in secondary collisions. For these reasons, MCSAP inspectors supplement mechanical safety inspections and compliance reviews with various driver education and awareness initiatives, all tailored to reducing the frequency of commercial motor vehicle crashes in Colorado.



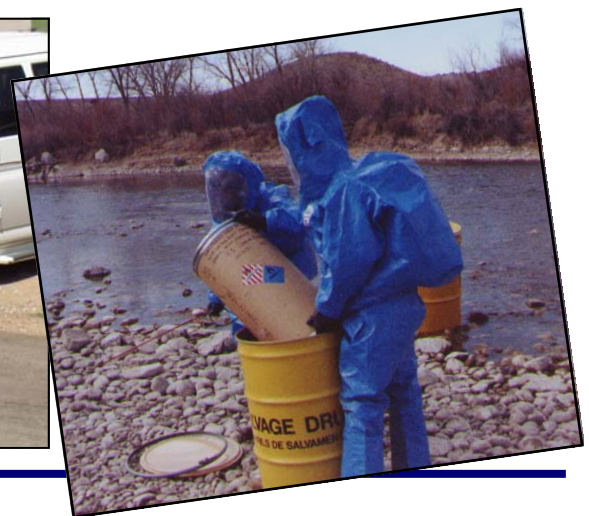
Hazardous Materials Section

The Hazardous Materials Section enforces State and Federal Motor Carrier Safety Regulations, particularly those that pertain to the transport of hazardous materials. There are over 800,000 shipments of HAZMAT each day in the United States. These range from flammable materials and explosives to poisons, corrosives, and caustic cleaning agents. The unintentional release of these materials following a crash could result in serious injury or death, or cause irreparable harm to the environment. The section responds to over 250 hazardous material incidents annually, most of which stem from commercial motor vehicle crashes.

Currently there are 24 hazardous material specialists, deployed in 12, two-person teams, throughout the state. Several members have also been assigned to the nuclear material transportation program and hazardous materials routing. Hazardous material response and enforcement activities are dedicated to improving the safety and efficiency of hazardous material transport in Colorado. This is accomplished through a variety of activities, namely:

- ▲ Maintain the hazardous materials emergency information and incident management system.
- ▲ Perform compliance review inspections of hazardous material transporters to ensure compliance with State and Federal safety and reporting guidelines.
- ▲ Provide regional coordination of hazardous materials emergency response and incident management guidelines in Colorado in conjunction with other local and state agencies.
- ▲ Coordinate containment and clean-up efforts following hazardous material spills.

HAZMAT routing and rulemaking designate safe and efficient transportation routes in Colorado for the movement of hazardous materials. Through the adoption of permitting, routing, and safety transportation rules and regulations, and through the enforcement of applicable laws, rules, and regulations, the section aims to reduce the frequency of commercial motor vehicle crashes in Colorado. This requires close communication and cooperation among all levels of government and private industry, who are directly involved in the transportation of hazardous materials within and through Colorado.



Investigative Services Section

This section provides comprehensive investigative support to all local troop and section offices across the state, with a core emphasis in auto-theft investigation, highway drug interdiction, and other serious crimes. ISS conducts in excess of three hundred criminal investigations each year.

ISS typically only undertakes complex criminal investigations that would likely strain or exceed available resources at the local troop. These investigations usually require specialized knowledge or vast amounts of time, equipment, or resources to complete. Road troopers also routinely rely upon ISS for guidance when undertaking complex criminal investigations.

ISS has access to an extensive network of trained investigators, and this helps ensure that a thorough criminal investigation will be completed in all cases. Successful prosecution of an offender frequently hinges on the extent and quality of an investigation. Assistance also enables road troopers to resume their assigned patrol duties with minimal interruption or significant lapses in road coverage. Traffic safety is a primary function of the Patrol and road troopers must be readily available to patrol more than 8,483 miles of state highways and the 57,000 miles of county roadways in Colorado.

ISS is also responsible for a variety of other duties, namely...

- Coordinate Highway Drug Interdiction Efforts Statewide
- Conduct Polygraph Examinations
- Gather Intelligence
- Coordinate Federal Forfeiture Submissions
- Perform Certified VIN Inspections
- Coordinate Abandoned Vehicle Processing
- Provide Specialized Training

Members assigned to ISS are on call twenty-four hours a day, seven days per week for consultation and investigative assistance. Uniform members assigned to ISS attend some of the most intensive and rigorous training made available to law enforcement today. They are also assigned to work in partnership with other law enforcement agencies, such as the Federal Bureau of Investigation, Drug Enforcement Administration, U.S. Customs Service, Colorado Bureau of Investigation, and the Colorado Organized Crime Task Force.



Canine Team

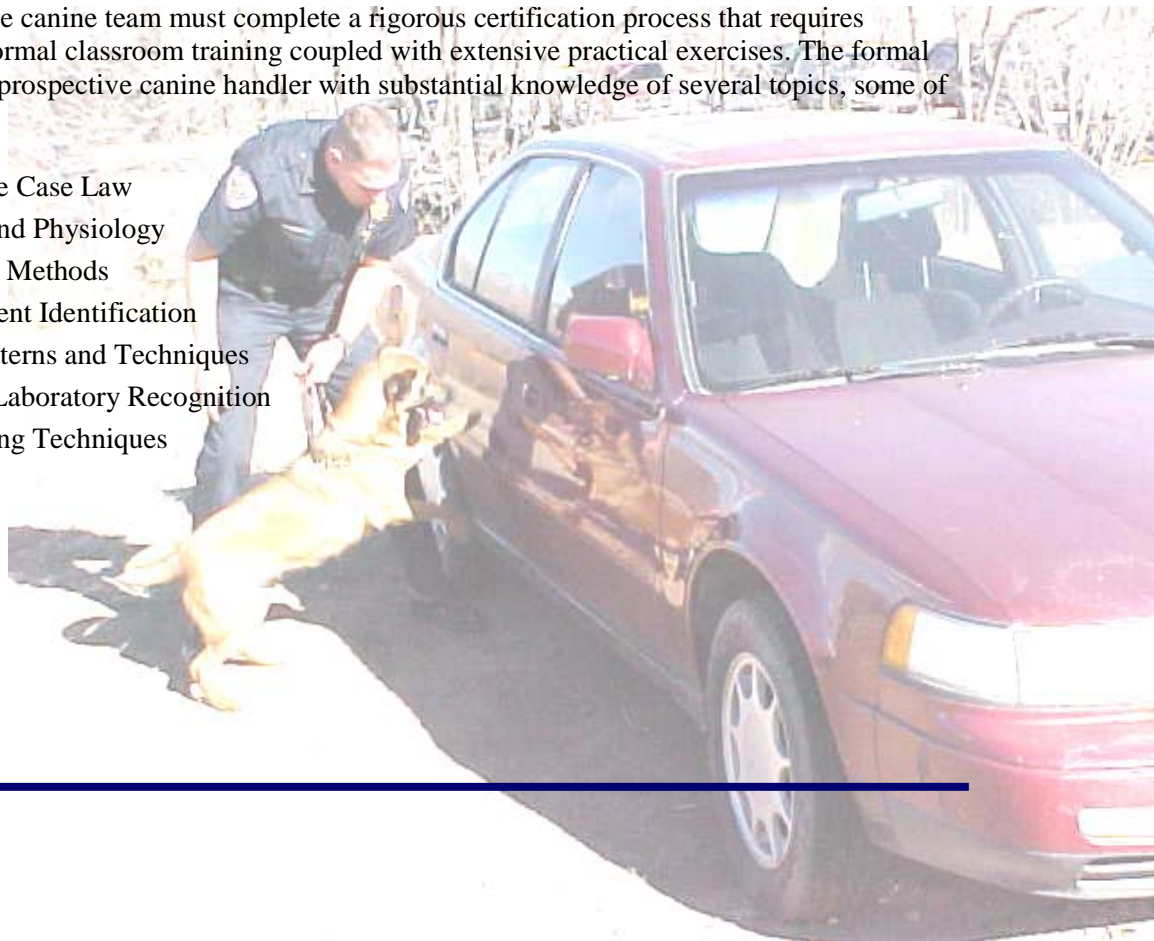
The Colorado State Patrol Canine team currently consists of six uniform members, who are commonly referred to as *handlers*. They are dispatched to all corners of the state and are primarily responsible for highway drug interdiction. Shipments of illegal drugs are transported along interstate highways using standard passenger cars in most cases. Occasionally drugs are transported inside commercial motor vehicles and recreational vehicles (RV). Accordingly, the Colorado State Patrol Canine Team directs operations along major drug trafficking pipelines, such as Interstate 25, Interstate 70, Interstate 76, and Colorado 160 to name a few. The Patrol's canine team has routinely intercepted large-scale shipments of illegal drugs. They have also been fortunate to discover illegal weapon caches, bundles of illicit currency, and drug paraphernalia.

Large shipments of marijuana, cocaine, and other drugs are not uncommon in Colorado. Through perseverance and diligence, the Colorado State Patrol canine team has successfully stemmed the transfer and sale of illegal drugs within and through Colorado. In addition to highway drug interdiction, the canine teams supplement existing road coverage by performing traffic safety duties. All canine handlers are on call twenty-four hours a day, seven days per week, to assist road troopers and other law enforcement agencies with highway drug interdiction efforts.



Prior to deployment, the canine team must complete a rigorous certification process that requires hundreds of hours of formal classroom training coupled with extensive practical exercises. The formal training provides each prospective canine handler with substantial knowledge of several topics, some of which include:

- ▲ Search and Seizure Case Law
- ▲ Canine Anatomy and Physiology
- ▲ Drug Concealment Methods
- ▲ Hidden Compartment Identification
- ▲ Vehicle Search Patterns and Techniques
- ▲ Clandestine Drug Laboratory Recognition
- ▲ Suspect Interviewing Techniques
- ▲ Drug Recognition



Internal Affairs Unit

The Internal Affairs Unit (IAU) receives assignments from, reports to, and is under the direct authority of the Chief of the Colorado State Patrol. IAU was formally established in 2001 to enhance the public trust and to maintain accountability of all Colorado State Patrol members. The primary function of IAU is to investigate serious allegations of member misconduct. Additional responsibilities include:

- To provide expertise and assistance to patrol personnel concerning complaint investigations, policy, and procedures.
- To conduct internal administrative investigations, as assigned by the Chief, which are serious in nature.
- To provide recommendations for training and procedures to minimize member and department liability concerning law enforcement ethics, conduct, and professional standards.
- Monitoring and reviewing all division complaint investigations to ensure the timely and efficient completion of reports.
- Maintaining a central repository for all complaint records and all officer involved critical incident case reports.
- Compiling data derived from the complaint process and providing that data to command staff for review and recommendation.
- Publishing an annual report detailing the activities of IAU functions and complaint dispositions.
- Designing, developing, and implementing an automated early warning system to detect employee misconduct.
- As directed by the Chief, investigate and provide findings concerning allegations of misconduct by members within the Department of Public Safety as requested by the Director of Public Safety.

IAU is in the process of developing, selecting, and assessing an automated early Intervention System to provide managers with valuable information concerning employee conduct. The system will detail events such as a member's complaint history, history of patrol car accidents, history of prior corrective or disciplinary action, secondary employment, commendations, officer involved shootings, critical incident involvement, use of force, and other areas that may be a source of potential liability for the agency. The purpose of such a system is to provide supervisors with a tool for identifying warning behaviors and inappropriate conduct, before it gets out of hand.



Operational Development Section

The Operational Development Section (ODS) is considered the research arm of the Patrol. The section is staffed with uniform officers who are highly skilled at policy writing, conducting legal research, graphic design and desktop publishing. This section also responds to email inquires from citizens or other representatives from local and state government.

Legislative Liaison

The Patrol's Legislative Liaison serves as a lobbyist for the Patrol. During the legislative session, the liaison can be expected to scrutinize legislative bills, particularly those impacting law enforcement; provide recommendations or supplemental research to state legislators; offer testimony at committee hearings at the State Capitol, especially on topics related to transportation safety; and participate in budget talks with members of the Joint Budget Committee. The liaison also serves as the agency's central point-of-contact for members of the legislature.



Patrol Fitness Coordinator

The Patrol Fitness Coordinator manages the State Patrol's fitness and wellness programs. The coordinator develops fitness standards for uniform members, administers annual fitness testing and pre-employment fitness evaluations, supervises field fitness coordinators, maintains a fitness incentive program along with the fitness qualifications database, and was instrumental in developing the Patrol random employee drug testing program. The coordinator also conducts continuing education classes at the Training Academy, monitors workers compensation trends, and serves on the state employees' Wellness Committee.

Research and Planning Group

The group is responsible for researching and drafting policy and procedural guidelines, program development, conducting legal research, fielding information requests from the public, rolling out new programs within the Patrol, and providing direct administrative support to the Chief and command staff personnel. This group also develops support materials for field members to increase operational efficiency, and works closely with field elements to identify and resolve efficiency problems.

Strategic and Fiscal Planning Office (SFPO)

The primary purpose of the SFPO is to focus existing professional resources on the accomplishment of critical CSP mission objectives – specifically, increasing “organizational capacity” (financial and human resources) and improving key internal-business-processes. This office supports the mission of the Colorado State Patrol by developing innovative and cost-effective professional business standards that emphasize accountability and performance. This is accomplished by:

- Creating, monitoring, evaluating, communicating, and explaining the CSP strategic plan and direction to all internal and external stakeholders.
- Establishing, justifying, and defending the annual CSP operating and capital construction budgets requests submitted to state oversight agencies to include the management of all federal grants.
- Anticipating emerging organizational issues and proposing proactive solutions based upon “best practices” that are consistent with CSP mission objectives.
- Providing professional analysis on existing, pilot, and potential CSP programs in order to create efficiencies and establish sound performance metrics.
- Interpreting operational and financial data in order to identify (and solve) agency problems and to capitalize on business opportunities by applying professional project management methodologies.

Grants Program

The goal of the highway traffic safety grants program is to secure financial resources that are consistent with Patrol objectives. This program provides assistance and support by obtaining funds from various federal sources. Federal funds strengthen the Patrol’s ability to achieve goals, and properly fulfill its mandated functions. These goals would otherwise be in jeopardy because of the ever-increasing demand for services, often without a comparable increase in financial resources. Federal funds are essential to maintain efficiency, acquire state-of-the-art equipment, and augment personal services.



Executive Security Unit

The Executive Security Unit (ESU) is charged with providing personal protection to the Governor and first family, state legislators while conducting business at the State Capitol, visiting dignitaries, and all other visitors to the State Capitol complex. ESU also coordinates facilities protection, which includes monitoring integrated intrusion and fire systems, building access controls, closed-circuit security cameras, and emergency communication systems. All security is coordinated through ESU's central communication center, which is staffed 24-hours a day. ESU staff includes uniformed officers, civilian security staff, and communication officers. Because ESU has unique responsibilities, beyond those of regular field personnel, ESU has received specialized training in dignitary protection, bomb detection, critical incident management and media relations from agencies such as the FBI, the U.S. State Department and the U.S. Secret Service. Other core responsibilities include,

- ◆ Conduct frequent foot, bicycle, and motor patrols of the Capitol complex and Executive Residence
- ◆ Provide personal escorts to staffers from the Capitol Complex
- ◆ Issue security access codes and monitor building access controls
- ◆ Investigate threats to the Governor, state legislators and other staffers
- ◆ Provide security at committee meetings and other public sessions
- ◆ Provide security for the Legislative Services Building
- ◆ Respond to personal duress alarms
- ◆ Coordinate the Emergency Evacuation Plan
- ◆ Respond to calls involving suspicious persons or objects



Victims' Assistance Unit

The Colorado State Patrol's Victims' Assistance Unit was established in 1990, and is comprised of six full-time victim advocates and one program director. The Colorado State Patrol is one of only three highway patrol organizations in the country employing advocates primarily for victims of traffic crashes. Advocates are on call 24-hours a day, seven days a week, and each is assigned to one State Patrol district. Our victim advocates have received extensive training in victim services, crisis intervention and critical incident stress management, among other areas.

What are victims' advocates? Perhaps more than anything else, they are champions of victim's rights. It is a well known fact that victims of traffic crashes—to include their families—are often overlooked in the criminal justice system. Not here in Colorado. Our advocates work tirelessly to make sure they are afforded prompt, professional assistance. It is also not uncommon for victims and family members to express frustration with the criminal justice system. This is often the result of being thrust into the system without much support or knowing what to expect. Our advocates not only console, they educate as well. By counseling victims and their families throughout all stages of the criminal justice process, and by keeping them informed of new developments in their case, victims often feel more at ease. They also tend to become much more involved in the whole process.

Our advocates provide a wide array of services to traffic victims and their families, to include:

- Assist in identifying victims and locating any next-of-kin
- Serve as liaison between hospital staff and family members
- Assist in arranging transportation or hotel accommodations
- Inform victims of their rights and any entitlements
- Make death notifications and assist with funeral arrangements
- Provide ongoing support and make counseling referrals
- Counsel victims, family members and occasionally officers



Communications Branch

The mission of the CSP Communications Branch is to provide a professional and reliable communications system for all members of the Colorado State Patrol (CSP) and other government agencies in Colorado. This is accomplished by prompt, efficient, and accurate dissemination of information in order to enhance officer safety and public protection. Beginning in FY 1991-92, the Patrol began consolidating its 17 local communications centers into five regional communications centers in an effort to reduce administrative redundancies and streamline procedures. In FY 2001-02, five regional communication centers were established in Denver, Pueblo, Alamosa, Montrose, and Craig.

Regional communication centers are the primary points of contact for citizens requiring public safety services. These centers provide dispatch services to all state and several federal and local government agencies. They coordinate responses to calls for service and citizen inquiries, usually received through telephone calls. This coordination includes gathering accurate information, such as the location of an incident, type of assistance required, vehicle license plate number, vehicle description, and any other pertinent information. A dispatcher then identifies the appropriate public safety units to respond by location, agency, and jurisdiction. Historically, much of this information was recorded and transferred manually using a variety of disconnected operational systems, such as color-coded cards. Today, the Communications Branch uses a sophisticated computer-aided dispatching (CAD) system.



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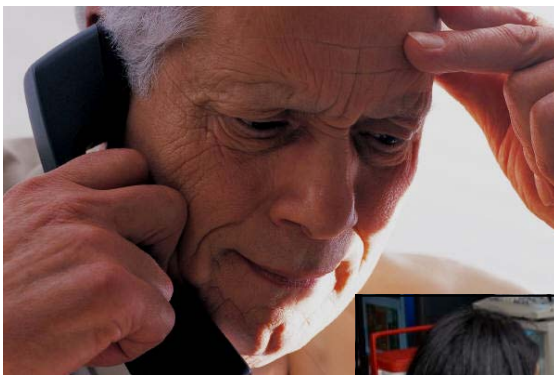
Any single incident handled by a communication officer has the potential of originating as or becoming a life-threatening event. CSP communication officers are well-trained to provide prompt, reliable, and professional service to citizens, while also collecting accurate information for dissemination to officers in the field. Dispatching services are provided statewide, 24-hours per day, 365 days per year.

Computer-Aided Dispatch System

Based upon a feasibility study completed in 1996, the Patrol received funding for the development of a computer-aided dispatch system. This system provides communication officers with the tools necessary to effectively dispatch larger geographic areas through real time, on-line data processing and information dissemination. This system directly interfaces with other critical systems, such as emergency 911 systems, the *Colorado Crime Information Center (CCIC)*, the *National Crime Information Center (NCIC)*, and the Colorado Department of Transportation's Traffic Operations Center (TOC). Moreover, it has the capability to interface with troopers directly in the field through a mobile data computer (MDC), and it improves service quality through enhanced call-handling capabilities by reducing the potential for human errors and increasing productivity. CAD has also standardized communication-related activities statewide. CAD workstations became fully operational in CY 2001 in all five regional communication centers.

Toll-free Hotlines for Emergency Reporting

*CSP (*277) is a toll free cellular number that is available to motorists traveling anywhere in Colorado. The number provides a convenient and expedient means of contacting the Patrol in the event of an emergency. The hotline has been used extensively by motorists to report aggressive or unsafe drivers, or to alert authorities of other hazards effecting transportation. Another hotline is *DUI (384), which allows a motorist to contact the nearest law enforcement agency to report a suspected drunk driver.



Support Services Branch

The Support Services Branch provides facilities management, materials management, and fleet management services for the *Colorado State Patrol* and the *Colorado Department of Public Safety* (CDPS). They provide much needed equipment and services that is the backbone of this agency. Without proper equipment and supplies, the Patrol would be hard pressed to fulfill its mission to the public.

Materials Management Section (Supply and Purchasing)

This section acquires and distributes supplies and equipment for the Patrol. Equipment includes uniforms, weapons, ammunition, spare vehicle parts, and other items. They also assist with selection of equipment and vehicles that meet Patrol needs.

Facilities Management

The Facilities Management section tackles maintenance projects relating to all CSP buildings and facilities statewide. They perform preventative maintenance, repairs, and general remodeling to ensure facilities are properly maintained. They also coordinate and manage all capital construction projects and controlled maintenance projects, and manage all service contracts.

Automotive Section

Provides for the up fitting of an average of 150 new vehicles per year for issue to the field, including marked patrol vehicles, unmarked patrol vehicles, special service or staff vehicles. Preparing a vehicle for patrol is an extensive process, and includes for example the installation of graphics, emergency lights and controls, speed tracking devices, in-car video systems, Mobile Data Computers (MDCs), and other specialized enforcement equipment. The section also provides and coordinates vehicle repair and maintenance completed on state-owned vehicles. The CSP fleet garage is located at Camp George West.



Information Technology

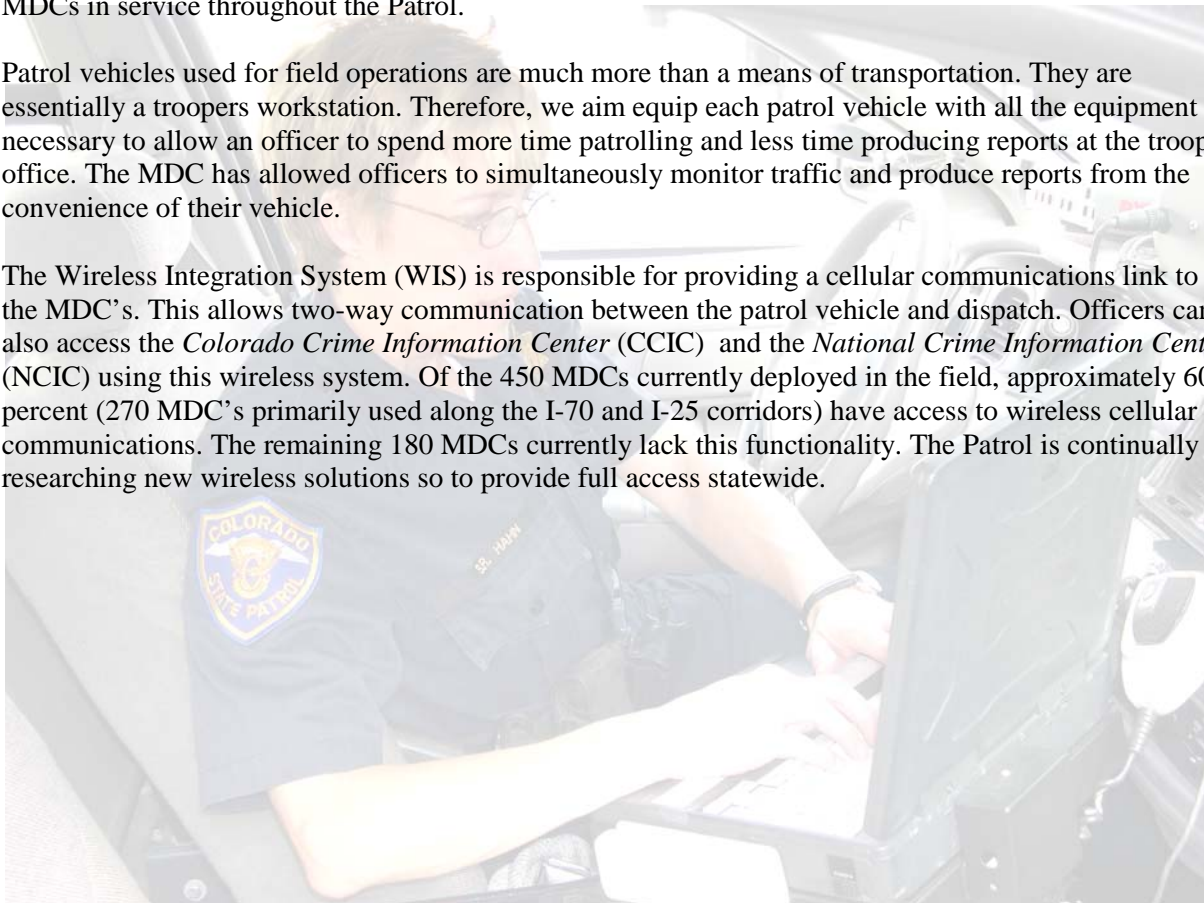
The Patrol has undertaken a number of technology initiatives in recent years, such as mobile data computing (MDC), computer-aided dispatching, a records management system (RMS), wireless communication devices, and voice communication enhancements. Each solution is a tool for capturing or managing information, thereby increasing the Patrol's efficiency.

Mobile Data Computer (MDC)

The Patrol is moving toward a paperless mobile law enforcement platform for its troopers. MDCs provide the fundamental elements necessary to collect, distribute, and automate numerous processes, including automated accident reporting, generating electronic citations, diagramming accidents, and performing license and warrant checks on drivers. By the end of FY 2002-03, there were a total of 450 MDCs in service throughout the Patrol.

Patrol vehicles used for field operations are much more than a means of transportation. They are essentially a troopers workstation. Therefore, we aim equip each patrol vehicle with all the equipment necessary to allow an officer to spend more time patrolling and less time producing reports at the troop office. The MDC has allowed officers to simultaneously monitor traffic and produce reports from the convenience of their vehicle.

The Wireless Integration System (WIS) is responsible for providing a cellular communications link to the MDC's. This allows two-way communication between the patrol vehicle and dispatch. Officers can also access the *Colorado Crime Information Center (CCIC)* and the *National Crime Information Center (NCIC)* using this wireless system. Of the 450 MDCs currently deployed in the field, approximately 60 percent (270 MDC's primarily used along the I-70 and I-25 corridors) have access to wireless cellular communications. The remaining 180 MDCs currently lack this functionality. The Patrol is continually researching new wireless solutions so to provide full access statewide.



Standing Committees

Awards Committee

This committee is responsible for recognizing uniform and civilian members for their performance. The awards committee is comprised of both uniform and civilian members, which meets periodically to review award nominations and make recommendations to the Chief. An annual awards banquet is held to present the Patrol's most distinguished awards to Patrol members. Awards a member could receive include the Valor Medal, Distinguished service Award Plaque, Lifesaving Award, and the Purple Heart to name a few. The award committee ensures that each award nomination receives fair consideration and is well-supported by pertinent facts.



Equipment Committee

This committee meets periodically to review equipment recommendations for the agency. The committee is comprised of both uniform and civilian members. Before any new item of equipment is placed into service, it must usually have the support of the Equipment Committee. Responsibilities include conducting product testing, coordinating field product evaluations, assembling cost estimates, and making purchase recommendations to the Chief.



Policy Review Committee

The purpose of this committee is to assist in updates of the patrol Operations and Procedures manuals. Its mission is to ensure the accuracy and validity of written directives that are disseminated to all uniform and civilian personnel. Review and updating of the department's policy and procedure manuals is an ongoing process based upon solid research and current law enforcement practices.

State Traffic Records Advisory Committee

This committee comprises both uniformed and civilian members, personnel from the Colorado Department of Transportation (CDOT), Department of Revenue (DOR), Department of Public Health and Environment (CDPHE), State Court Administrator's Office, and various law enforcement agencies. The committee was formed to make recommendations regarding the state's traffic accident reporting processes.

Technical Accident Investigation (TAI) Core Committee

The TAI Core committee was formed in order to examine departmental procedures in the investigation of motor vehicle crashes, and to make recommendations on how to improve the quality and breadth of investigations and case filings. The committee meets six times per year and is comprised of a Captain and all current ART Team Sergeants.

Special Programs

1122 Program

The Governor appointed the Colorado State Patrol to administer the Federal Procurement Program—1122 Program— for state and local agencies. This program enables state and local law enforcement agencies to procure equipment and services through federal procurement channels, often using federal price agreements. Agencies can realize a 10-45% cost savings when using this program as opposed to using traditional purchasing channels.

1033 Program

Under Section 1033 of the National Defense Authorization Act of 1997, the Secretary of Defense may transfer surplus property to state and local law enforcement agencies for use in criminal enforcement activities and domestic preparedness.

Alive at 25

To impact traffic safety in the future, it is essential to make a positive impact on today's youth. The Patrol is involved in several community programs that contribute to this constructive goal. One such program is Alive at 25, which directs educational efforts toward youth between the ages of 14 and 25. Its emphasis is to identify and eliminate at-risk driving behavior. It encourages young people to embrace the goal to survive their most accident-prone years. Alive at 25 is a *National Safety Council* program adopted by the State Patrol in conjunction with the Colorado Department of Public Safety's "Build a Generation Campaign". To reduce the trend for a high rate of crash involvement among this age group, it is imperative to develop conscientious driving behavior at an early age. Alive at 25 has proved to be an effective and practical approach to reducing the crash rate among young Colorado drivers.

Seat Belt Survivor Program

The Colorado State Patrol recognizes the use of seat belts as a means of preventing injury or death incurred in a motor vehicle crash. The program exists to identify and recognize motorists who, through the use of seat belts, have survived a potentially fatal or serious-injury crash. Nominations can be made by citizens or a member of the Patrol.

Salvation Army Motorist Assist Program

State Patrol Officers encounter many needy travelers who find themselves without money or viable transportation. The Salvation Army generously provides a voucher, up to \$50.00 in value, to provide immediate assistance to stranded motorists. Money can be used for meals, lodging, and other transportation related services.



