

PS 2.1 / 1988-89
c.1

COLORADO STATE PUBLICATIONS LIBRARY



3 1799 00117 7849

Colorado State Patrol

Annual Report 1988-1989



dps

COLORADO
DEPARTMENT OF
PUBLIC SAFETY

Chief John N. Dempsey
Colorado State Patrol

700 Kipling St.
Denver, CO 80215-5865
(303) 239-4500

September 3, 1990

This 1988-89 Annual Report summarizes the programs, goals, and achievements of the Colorado State Patrol for this past year. This report marks the first year in a series for positive changes in the format and graphics of the document. Due to the diversity of geographic and demographic regions in Colorado, accomplishments of each field district will be featured annually.

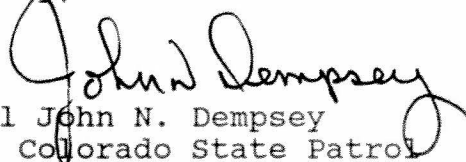
Although state-wide fatalities increased in calendar year 1989 over 1988, we are holding the line on fatal accidents investigated by the Patrol. Our success resulted from our proven technique of identifying and targeting high accident-causing violations and locations and applying available resources to solve the problems. The Motor Carrier Safety Assistance Program has accomplished greater levels of compliance resulting in fewer heavy vehicle accidents.

Enabling legislation in auto theft and related fraud will result in an economic savings to the citizens of this state.

In the years to come, using the resources that are available, the Colorado State Patrol will continue to place a high priority on the above issues.

We look forward to the continuing success of the mission we have worked toward over the past years.

Sincerely,



Colonel John N. Dempsey
Chief, Colorado State Patrol

Roy Romer
GOVERNOR

David J. Thomas
EXECUTIVE DIRECTOR

Colorado State
Patrol

Colorado Bureau
of Investigation

Colorado Law
Enforcement
Training Academy

Division of
Criminal Justice

Division of Disaster
Emergency Services

Division of
Fire Safety

Colorado Safety
Institute



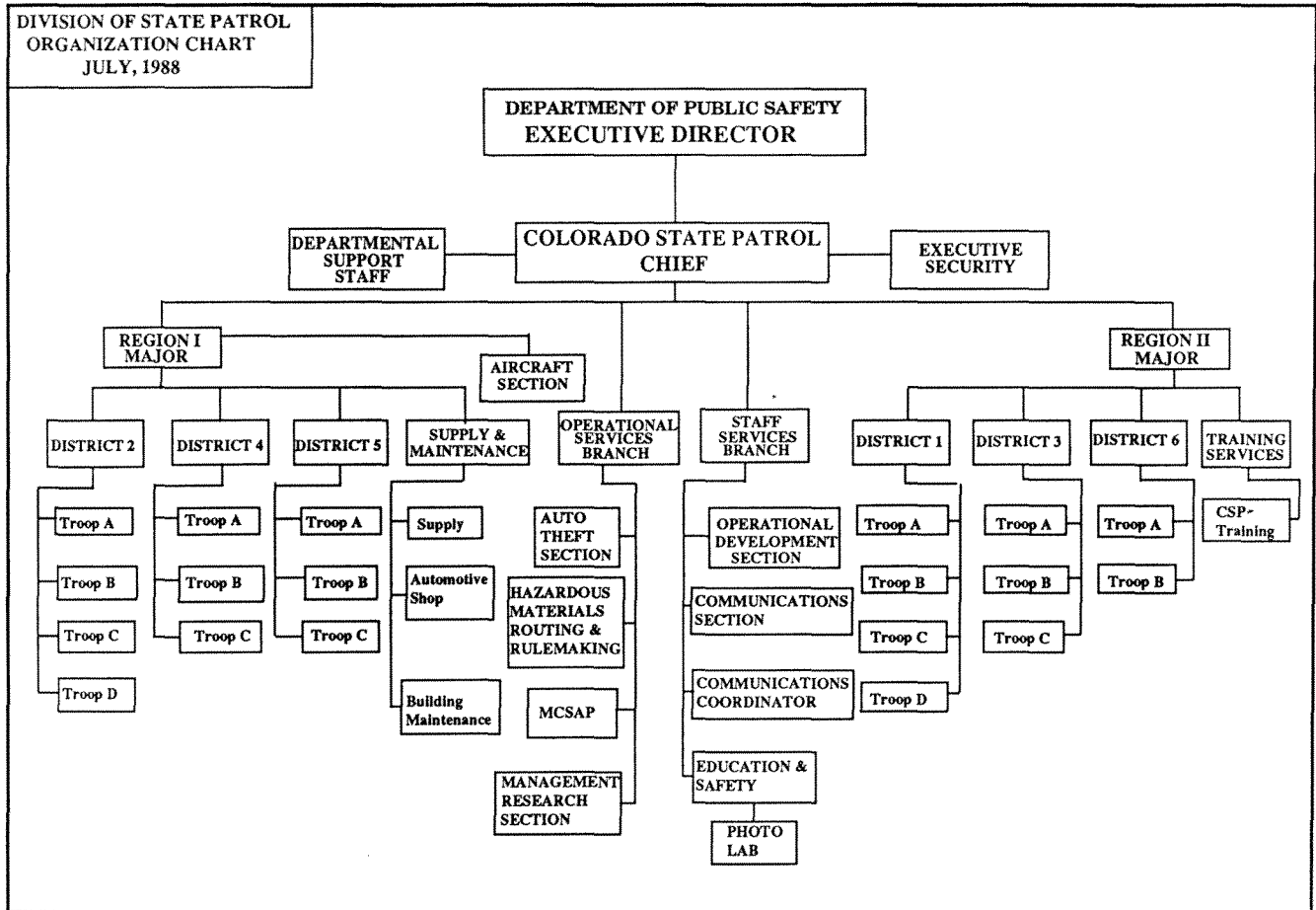
TABLE OF CONTENTS



LETTER FROM THE CHIEF	
ORGANIZATIONAL STRUCTURE	3
RESULTS MANAGEMENT	4
SECTIONS OF THE COLORADO STATE PATROL	5
Motor Carrier Safety	5
Hazardous Materials Response Team	7
Auto Theft Unit	7
Supply and Maintenance	8
Communications	9
Aircraft	9
Executive Security Unit	10
Education and Safety	11
DISTRICT SUMMARIES	12
State	12
District One	14
District Two	16
District Three	18
District Four	20
District Five	22
District Six	24
ACTIVITY SUMMARIES AND ACCIDENT REPORTS	26
State	27
District One	28
District Two	29
District Three	30
District Four	31
District Five	32
District Six	33
APPENDIX A	34
APPENDIX B	36



ORGANIZATIONAL STRUCTURE



The Colorado State Patrol is a division of the Department of Public Safety, which was created in 1984. Before that time, the Patrol was a division of the Department of Highways. The executive head, Colonel John Dempsey, was appointed to the office of Chief of the Colorado State Patrol in 1983. David J. Thomas was appointed Executive Director of the Department of Public Safety in 1987.

The Patrol divides the state into two regions; each region is commanded by a major, and each region contains three districts. The other sections of the Patrol consist of Hazardous Materials Section, Motor Carrier Safety, Auto Theft, Criminal Interdiction, and Safety Education. Sections dealing with the internal functions of the Patrol include Supply and Maintenance, Communications, Management Research, and Operational Development, and are under the command of a captain. The division consists of 750 FTE's.

RESULTS MANAGEMENT

Since 1979, the Colorado State Patrol has operated under a Management by Objectives program. All levels of the Patrol are involved in the process, with top managers setting broad goals for the organization, middle managers developing the criteria, and first line supervisors working directly with their subordinates to set and achieve objectives at the troop level, based on available resources. In fiscal year 1988-1989, the Patrol was successful in achieving its objective on the majority of the items.

COLORADO STATE PATROL MEASUREMENT CRITERIA, OBJECTIVES AND RESULTS FY 1986-87 TO FY 1988-89

PATROL GOAL	MEASUREMENT CRITERIA		FISCAL YEAR		
			1986-87	1987-88	1988-89
To reduce motor vehicle injuries and the personal and economic loss thereof	• Number of patrol investigated injury and fatal motor vehicle accidents (excluding accidents on private property)	OBJECTIVE	10,338	10,391	9,044
		RESULTS	9,672	8,871	8,629
	• Number of patrol-investigated alcohol-caused motor vehicle accidents (excluding accidents on private property)	OBJECTIVE	2,660	2,462	2,041
		RESULTS	2,218	1,960	1,926
• Percent of vehicles inspected when drivers' licenses are checked	OBJECTIVE	22.3%	26.2%	30.1%	
	RESULTS	29.4%	32.1%	35.1%	
• Number of cursory truck inspections	OBJECTIVE	NA	18,032	11,884	
	RESULTS	NA	16,604	12,604	
To assist in the efficient flow of traffic	• Number of motorists assists per 100 hours of trooper patrolling time	OBJECTIVE	31.6	30.3	30.3
		RESULTS	30.4	30.8	30.8
To provide a secure environment	• Number of auto theft recoveries	OBJECTIVE	631	603	624
		RESULTS	549	515	549
	• Number of hours dedicated to auto theft recovery	OBJECTIVE	8,562	8,006	NA
		RESULTS	10,279	8,517	NA
	• Number of hours dedicated to auto theft recovery by specialists	OBJECTIVE	NA	NA	5,197
RESULTS		NA	NA	7,630	
• Number of hours dedicated to hazardous materials training and inspection	OBJECTIVE	4,139	5,195	6,717	
RESULTS	7,453	7,168	7,116		
• Number of hours dedicated to livestock theft reduction	OBJECTIVE	NA	NA	3,219	
	RESULTS	NA	NA	1,796	

MOTOR CARRIER SAFETY ASSISTANCE PROGRAM

The objective of the Motor Carrier Safety Assistance Program (MCSAP) is to reduce the number and severity of accidents and hazardous materials incidents involving commercial motor vehicles. This is achieved by substantially increasing the level of enforcement activity and the likelihood that safety defects, driver deficiencies, and unsafe carrier practices will be detected and corrected.

The overall goal of the program is to increase the number of inspections performed, therefore reducing the number of accidents. This has been very successful since the MCSAP section was established on July 1, 1985. The number of inspections performed have increased steadily, and the State of Colorado has seen a downward trend in both the severity and number of accidents involving commercial vehicles. Commercial vehicle accidents decreased from 4,132 in 1984 to 3,075 in 1988.

The Motor Carrier Safety Assistance Program Section of the Colorado State Patrol consists of one lieutenant, two sergeants, fourteen troopers, a management analyst, a senior secretary

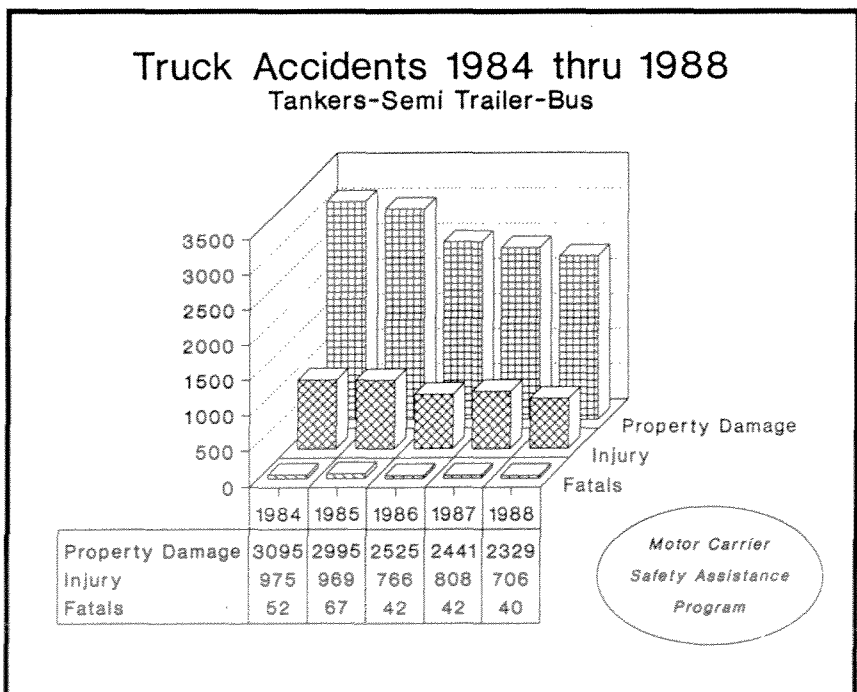
and a data entry operator. The fourteen troopers are divided into two man teams with each team having a van. These vans are customized with equipment and tools necessary to conduct the in-depth inspections.

Public Safety Education

The MCSAP personnel are involved in a wide variety of safety related activities. A total of 102 presentations were conducted last fiscal year with 1,739 persons attending. These presentations are usually conducted at the request of motor carriers and cover the rules and regulations pertaining to carriers operating within the State of Colorado.

In-Depth Training

Troopers involved in the program have received in-depth training in performing safety reviews. A safety review consists of visiting a commercial carrier's place of business to determine if the carrier is complying with the federal rules and regulations and maintaining the records as required. The safety review process is a cooperative effort between the Federal Highway Administration and the Patrol. After a safety review is conducted, the carrier is assigned a safety rating by the Federal Highway Administration.



Effectiveness Measured

The Motor Carrier Safety Assistance Program Section participated in a nationwide random sampling inspection project during the last fiscal year. The purpose of these random sampling projects is to measure how many vehicles are operating with out-of-service defects. The completion of random samples on a regular basis could serve as a meaningful measure of program effectiveness. It is expected that the condition of vehicle maintenance will improve as more audits and inspections are performed through MCSAP.

Inspectors Aid in Determining Accident Causation

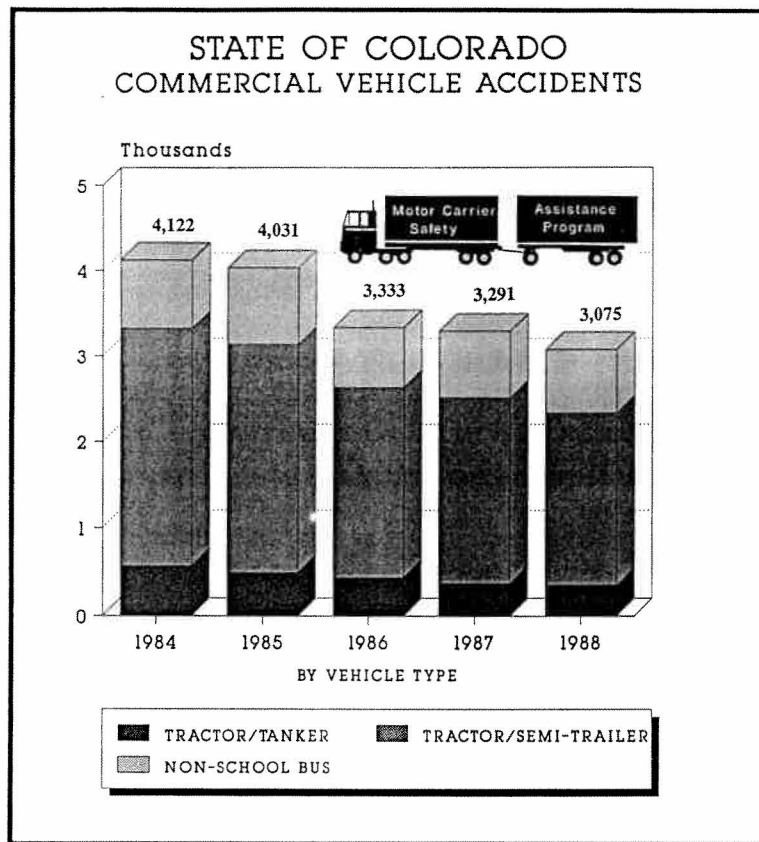
The inspectors are actively involved in assisting field personnel with accidents involving commercial vehicles. The inspectors' expertise relating to commercial vehicles has proven to be invaluable in the determination of accident causation. Although difficult to list specific criteria for determining if the inspectors can assist the field investigator, the accident will generally involve injuries, fatalities, excessive damage and/or an indication the accident may have been caused due to defective equipment or driver non-qualification.

Technology Contributes to National Safety Network

The personnel involved in MCSAP are participating in a federal pilot project with the use of lap top computers. A total of six computers were purchased with federal funds and are being utilized for entering inspection reports directly into the computer. The inspection information is then uploaded into a central computer at MCSAP Headquarters where it is processed and uploaded to the Federal Highway Administration's mainframe computer. This information is being collected nationwide and pro-

vides a valuable insight into a carrier's overall performance. The lap top computers have been very well received and are proving to be an effective enforcement tool.

The handout pamphlet titled "North American Driver/Vehicle Inspection Criteria" was updated and reprinted. This pamphlet is a fast reference for many commercial vehicle questions that are frequently asked. In addition to containing the out-of-service criteria used nationally, it contains hazardous material information and size and weight limitations for the State of Colorado.



HAZARDOUS MATERIALS RESPONSE TEAM

The field of hazardous materials response has become increasingly complex over the past few years. Because of this, fiscal year 88-89 was a transition year for the Colorado State Patrol and its hazardous materials program. During the FY 88-89, approximately 7,116 hours were dedicated to hazardous materials enforcement and response. The Patrol responded to approximately 70 incidents, of which the majority were highway transportation related. The hazardous materials specialists were also called in to assist on approximately 10 fixed site and private property incidents.

On March 6, 1989 the Federal government adopted and enacted CFR

29,1910.120. These regulations deal with hazardous materials response and training requirements for hazardous materials responders. It is now mandatory for responders to have different levels of training, depending on the expectation of their department. These levels are: Awareness, Operations, Technician, Specialist, and Incident Commander. These regulations also mandate that a responder to a hazardous material incident must have at least Awareness level training.

Because of these mandates, the Colorado State Patrol began moving toward full-time hazardous materials response and enforcement personnel. The long range goal was to have a State

Patrol full-time hazardous materials response and enforcement unit implemented by fiscal year 89-90. During fiscal year 88-89 the Patrol maintained its part-time specialists in the field and began the long process of researching equipment and personnel needs for a full-time team.

With the increased diversity of hazardous materials being transported on the highways of Colorado and the recently enacted routing requirements, it became important that the Patrol broaden its response and enforcement efforts. Safety for the citizens of Colorado and motorists using the highways of this state is still the primary goal of the Patrol.

AUTO THEFT UNIT

Each annual report has begun to sound like a broken record. What new can be said about auto theft besides being a major economic problem in Colorado? In 1987, there were 14,463 vehicles reported stolen in Colorado. In 1988 the number of stolen vehicles

dropped to 13,859, a decrease of 4%. Even with the decrease in thefts, there is a motor vehicle theft every 38 minutes. Motor vehicle theft is still the number one property value crime in both Colorado and the United States. In Colorado alone, the figure for 1988 was

\$56,791,760.

Currently, the Auto Theft Section consists of a lieutenant, a sergeant, 9 investigators, and a staff assistant. This section handles a myriad of duties including auto theft investigation, certified vehicle identification number verifica-

tions, affixing assigned vehicle identification numbers, instructing auto theft and criminal interdiction classes, and coordinating the criminal interdiction program.

There is an increase in the number of major cases

investigated and successfully prosecuted by the Auto Theft Section. These theft cases include motorcycle theft rings, truck, tractor-trailer, construction equipment, and mail fraud cases concerning Colorado vehicle title fraud.

Criminal Interdiction
With each passing day more troopers are being trained in the procedures of criminal interdiction.

During the 88-89 fiscal year, 207 criminal interdiction cases were filed by troopers of the State Patrol.

SUPPLY AND MAINTENANCE

The Supply and Maintenance Branch provides procurement and supply services for the entire Department of Public Safety, and is commanded by a lieutenant. The Supply staff consists of a sergeant, four storeroom employees, two full-time and one half-time clerical support member. Average monthly volume through the storeroom exceeds \$30,000. Over 50 purchase requisitions and 160 agency purchase orders are issued each month to support the Department.

The Automotive Section is responsible for maintaining the fleet and preparing new vehicles for issue to the field. In addition to the senior auto shop foreman, the garage staff consists of six mechanics and one auto maintenance worker. The garage is capable of performing every necessary repair function except auto

body, painting, and glass. An in-house Auto Parts Section stocks over 1600 different line-item parts.

The Construction Maintenance Section provides maintenance support to Patrol offices throughout the state. The three employees involved are capable of performing in every required construction trade category.

During Fiscal Year 88-89, the Supply and Maintenance Branch obtained a personal computer and automated the many previously hand tabulated reports and records. This provides a faster, more accurate means of data recovery and has enhanced the fleet management process by providing more information than is currently on line from the Patrol's MIS system.

Fleet management is becoming increasingly complex. The Patrol's fleet comprises 452 vehicles,



which are disbursed statewide. Each vehicle is outfitted with an array of equipment that must also be accounted for. A vehicle tracking system is being implemented via computer that will provide a level of accountability that has not been available in the past. This system also provides valuable vehicle projection needs.

The fixed asset tracking system used in fleet management can be easily expanded to include all of the Patrol's fixed assets. The Supply and Maintenance Branch is responsible for procurement of material and, by policy, is charged with maintaining the Patrol's fixed asset inventory.

COMMUNICATIONS

At the heart of our successful Patrol operation are seventeen Communication Centers that are staffed with 137 communications officers and supervisors. The Centers are located throughout the State in areas where the officers and the public can best be served. The primary function is one of service. Service by a communication officer comes in many forms. A normal shift could include dispatching accident information to officers; calling wreckers or ambulances; directing the activities of a high speed chase or a hazardous material spill; trying to locate lost or separated parties, and providing communication during a natural disaster.

Communications officers are proficient in handling distress calls, citizen com-

plaints, giving road and weather information - along with giving life-saving instruction by phone.

Closely tied to the Communications Centers is the Communications Coordination Section. The communications coordinator is responsible for all technical planning and equipment replacement in the telecommunications infrastructure. An extensive replacement and frequency redistricting program started in 1982 has replaced most of the equipment from the mountain tops to the cars. Radio coverage has improved drastically and new telephone systems have added to the communications officers' efficiency. Due to the nature of electronic equipment, the system that was installed in District Four in 1982 is now obsolete

and plans are under way to start a phase II replacement program. The entire replacement program that has just been completed was a \$3.28 million project.

The goal of the Communications Coordination Section is safety to the officers and the public by the use of the most modern technology available. By working closely with the Department of Administration, Division of Communications; and with the dedication of the Communications Coordination Section and the communications officers, the Colorado State Patrol has a telecommunications network that is second to none in Colorado state government and is constantly changing for the better. We look forward to the challenges of the future.

AIRCRAFT

The Aircraft Section conducts aerial law enforcement and emergency response functions in addition to the operation and administration of the State Aircraft Pool.

Five aircraft are presently included in the Aircraft Pool. Four of these are stationed in Denver and consist of a

Beechcraft King Air, Beechcraft Baron, and two Cessna Skylanes. A third Cessna is stationed in Grand Junction and provides aerial support for Western Colorado.

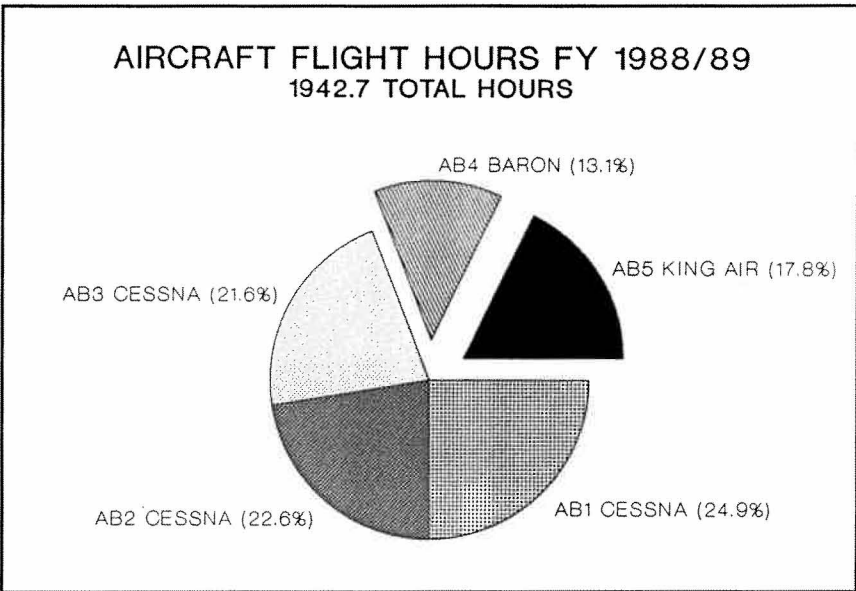
The Aircraft Pool provides 24 hour transportation service for all state governmental agencies on a reser-

vation or emergency basis. During this fiscal year, 908 passengers utilized this service, traveling approximately 120,000 miles. This is a key resource for conducting state business since 81% of Colorado's rural cities do not have commercial airline service.

During this fiscal year,

aerial traffic enforcement and highway patrolling resulted in the issuance of 4,144 citations. While the majority of these citations were for speeding offenses, 570 were issued for various violations ranging from driving under the influence to eluding police officers, and four percent of the violations involved commercial vehicles.

The Aircraft Section frequently responds to requests for assistance from local law enforcement agencies, other divisions of state government, emergency medical facilities, and the general public. These assistance missions include surveillance and photography, motor vehicle chases, searches for missing persons, prison escapees or criminal suspects as well as observation and communication support for civil demon-



strations, special events and natural disasters. Life saving transportation of urgently needed medical supplies such as serum, blood, organs, or special equipment is provided whenever possible.

Fiscal year 1988/1989 completes 24 years of accident and injury free flight operations for the State Patrol since implementation of aircraft usage by the

agency. In over two decades, a total of 30,240 accident free flight hours have been recorded, an equivalent of approximately 5,320,000 miles or over 212 times around the globe.

The utilization of aircraft continues to play a key role in support of the State Patrol's law enforcement and emergency service mission.

EXECUTIVE SECURITY UNIT

The primary responsibility of the Executive Security Unit is to provide security for the Governor and his family, and legislative branch of government in Colorado. This unit consists of thirteen troopers, one lieutenant and one secretary.

Of the thirteen troopers,

four troopers directly assist the governor and his wife with daily activities and transportation. Seven troopers work at the mansion and also act on a rotating basis to help with Capitol functions.

The Security Unit also provides officers for various

hearings upon request, and two hand held metal detectors (wands) are available for security measures.

The Legislature recently purchased an x-ray machine for use of the Security Unit in checking packages, suspicious letters, and briefcases that are found

abandoned. Two troopers are permanently assigned at the State Capitol to provide security for members of the house and senate and their

staff.

In addition to these normal assignments, the Security Unit has assisted in providing transportation and

security for over 30 dignitary visits from visiting governors and other VIP's during the fiscal year.

EDUCATION AND SAFETY

Along with continuing to promote the use of seatbelts and other passenger restraints, the Education and Safety Unit monitors and promotes the Operation REDDI program. REDDI is an acronym for 'Report Every Drunk Driver Immediately'.

This highly effective program has had an excellent success rate in the total number of citizen calls vs. the total number of contacts which resulted in DUI arrests. The chart on this page gives an overview of the total number of contacts

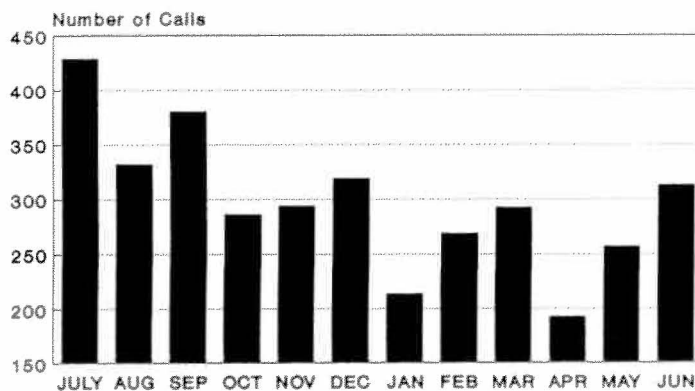
made from those calls and the number of DUI arrests resulting from those contacts. Often a number of calls will be made by different citizens on the same

DUI. These figures represent only the CSP and those agencies who report their Operation REDDI results to the State Patrol.

REDDI REPORTS - FY 1988-89			
	CALLS	CONTACTS	ARRESTS
JULY	429	89	44
AUGUST	332	67	34
SEPTEMBER	380	76	38
OCTOBER	286	57	26
NOVEMBER	294	57	26
DECEMBER	319	67	34
JANUARY	214	37	16
FEBRUARY	269	50	31
MARCH	293	56	23
APRIL	193	42	23
MAY	257	55	26
JUNE	313	58	22
FISCAL YEAR TOTAL	3,579	711	343
PROGRAM TOTAL	48,573	9,206	5,199



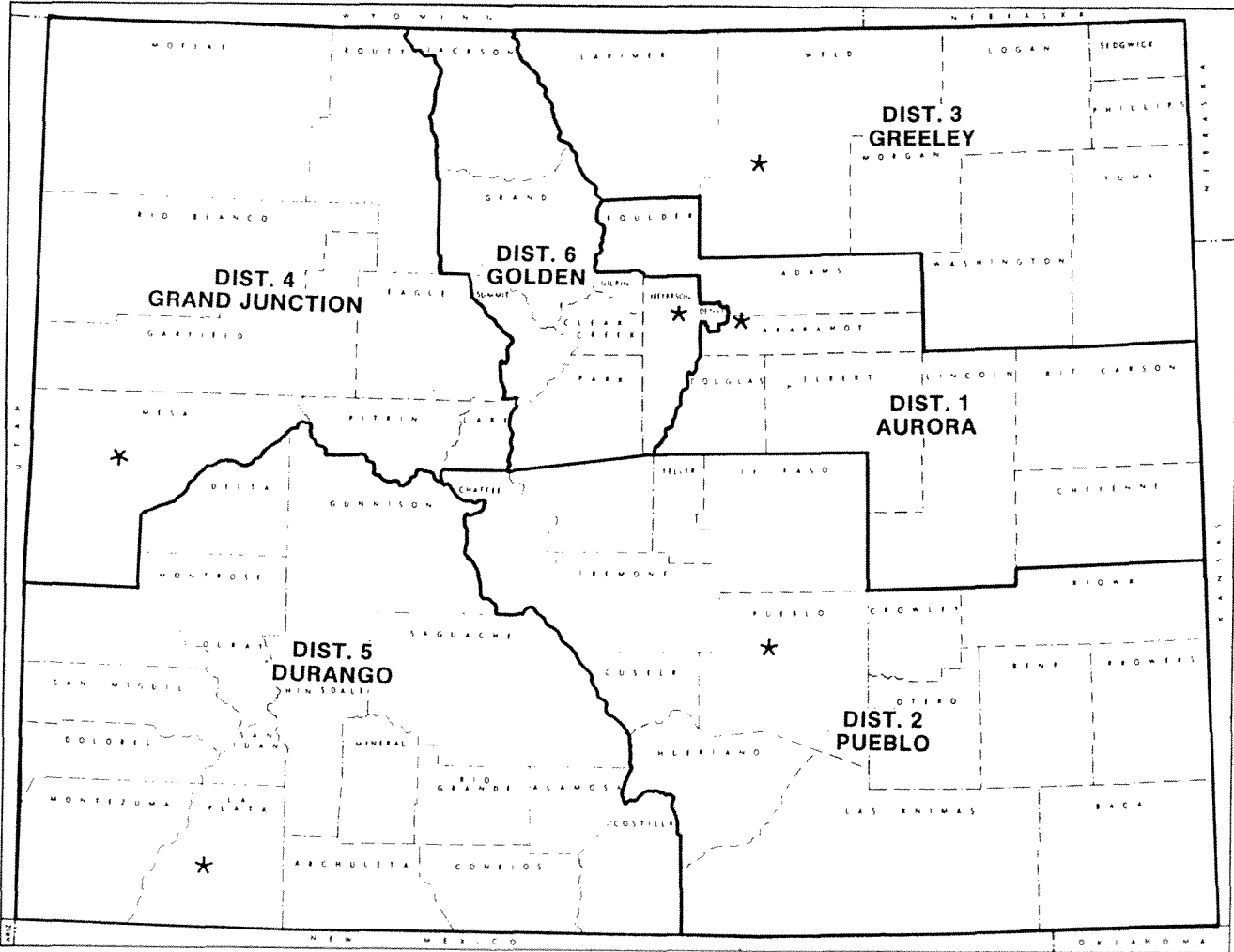
REDDI REPORTS FY 1988-89



The number of citizens responding to this program indicates the need to remove these potential killers from our highways.

Operation REDDI works if the citizen does. Hence the slogan, "Take the time to drop a dime on a drunk, call Operation REDDI, Report Every Drunk Driver Immediately."

STATE



The State Patrol divides Colorado into six districts. Each of the districts is geographically unique, bringing different challenges to each.

Colorado's eastern plains are primarily small farming communities. This region is faced with weather related problems of snow and wind in winter and the accompa-

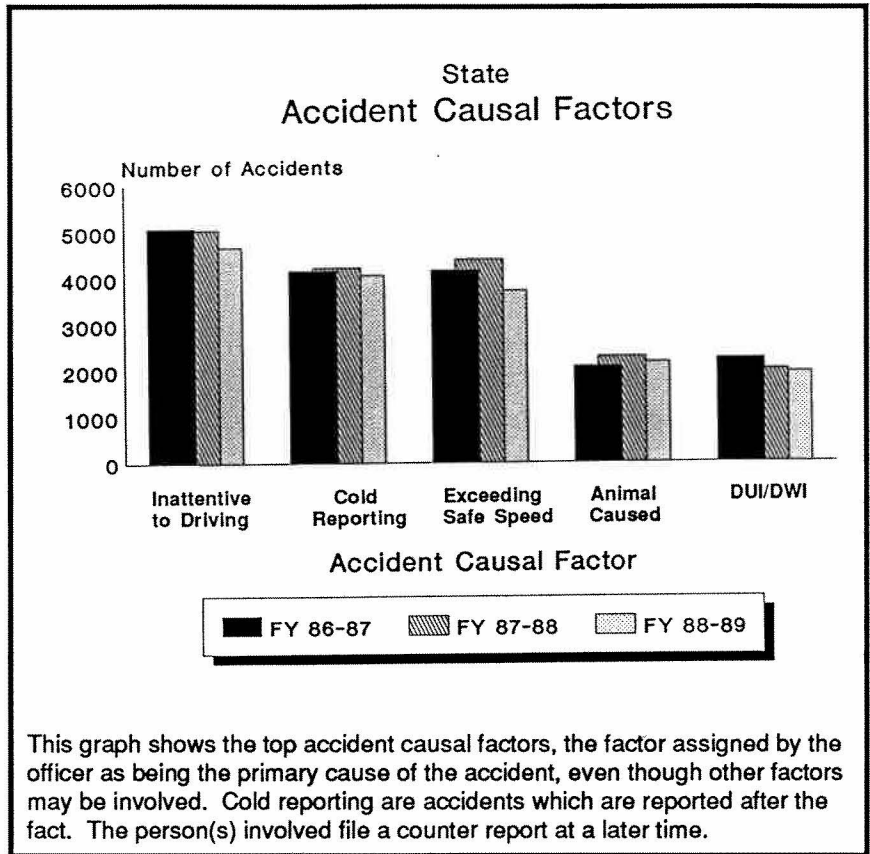
nying need for the assistance of the Patrol in aiding stranded motorists. The front range is densely populated and has the challenges of heavier traffic associated with the metropolitan areas. The mountainous areas and rugged terrain of the western slope brings difficulties related to winter sports and

Statistical Profile	
CSP Covered Fatalities	
1988	350
1987	408
Total Accidents	27,163
Vehicle Miles Traveled * (in millions of miles)	102,989
Accidents per 100,000 Vehicle Miles Traveled	3.79
Number of Registered Vehicles	2,817,857

the influx of visitors to the state.

Each district summary features a brief statistical profile. Registered vehicle statistics are from the Department of Revenue. The number of vehicle miles traveled are reported in million miles, and the statistics are compiled by the Highway Department. One million vehicle miles traveled is equivalent to one vehicle traveling one million miles or one thousand vehicles traveling one thousand miles each. Accidents reported are those that were investigated by the Colorado State Patrol and include fatal, injury, and property damage accidents. The accident rate is given for number of accidents per 100,000 vehicle miles traveled.

The accident causal factor graph depicts the top five circumstances contributing to accidents. These



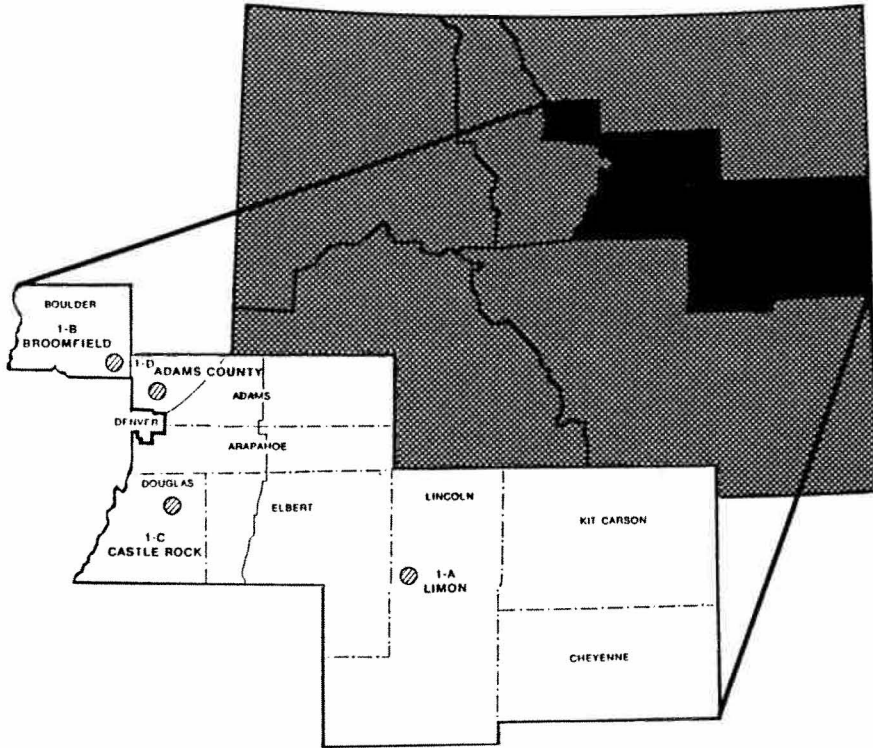
causal factors are determined by the investigating officers as the primary cause of the accident.

The chart below is a focus on alcohol related accidents and arrests. By arresting more intoxicated

drivers before they become involved in accidents, a safer environment is created for all Colorado citizens.

State				
	FY 86-87	FY 87-88	FY 88-89	Percent Change From FY 86-87
Alcohol Related Accidents				
Fatal	76	78	64	-16%
Injury	1344	1164	1167	-13%
Property Damage	805	750	695	-14%
Total Alcohol Related Accidents	2225	1992	1926	-13%
Non-Accident DUI Arrests	4357	4644	5015	15%
DUI Arrests / DUI Accidents	1.96	2.33	2.6	

DISTRICT ONE



Total Accidents	7,574
Vehicle Miles Traveled * (in millions of miles)	29,009
Accidents per 100,000 Vehicle Miles Traveled	3.83
Number of Registered Vehicles	897,542
* Explanation on page 13	

provides communications support for the local police, sheriff, and fire departments as well as ambulance services. The Headquarters Communications Section provides communication to the troopers in the Denver metro area.

The district was able to meet its high priority objective for 1988-89, even with a reduction in manpower. The district reduced the number of fatal accidents by 39%, injury accidents by 17%, and alcohol related accidents by 21%, while increasing non-accident DUI arrests by 31%.

Some of the highlights during the past year are:

Troop 1-A, Limon, keeps busy each year with the harvest and tourist traffic in the summer and the weather related problems during the

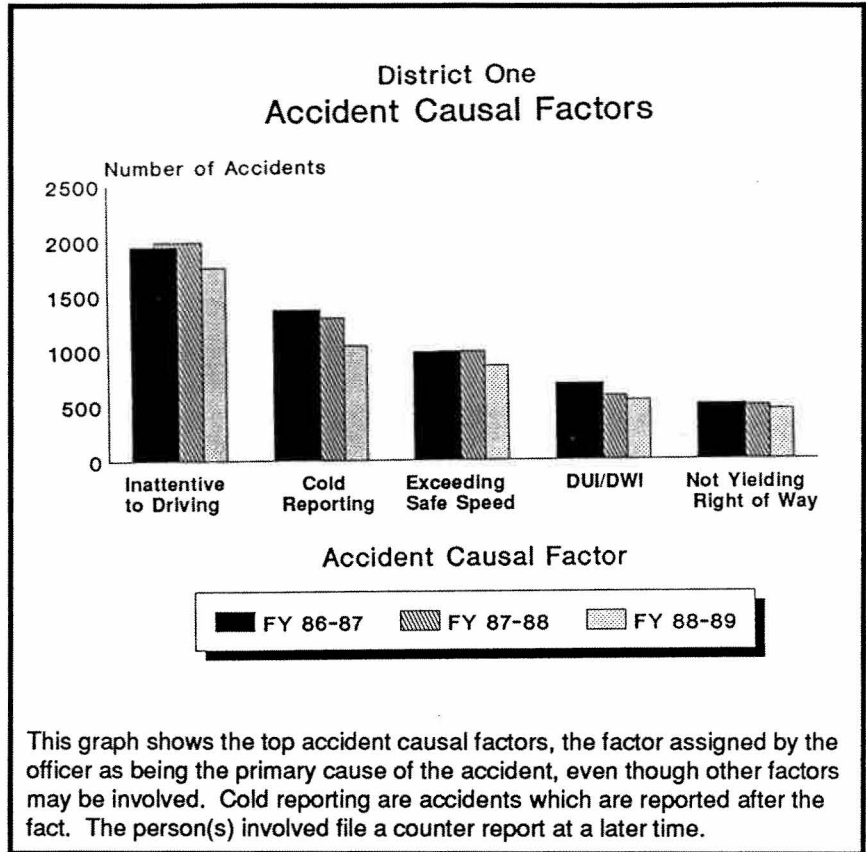
District One spans 11,998 square miles in eight central and eastern Colorado counties. This area ranges from small farming communities on the eastern plains, to the heavily populated Denver metro area, to mountain communities. The population of the district is over 750,000 people. District One troopers are responsible for coverage of over 13,000 miles of state and county roads. This includes approximately 175

miles of Interstate-70, the major east/west highway in Colorado, and numerous miles of Interstate-25, all of which are located within the heavily populated front range area.

The district is divided into four troops with offices located in Limon, Broomfield, Castle Rock and Adams County. There are a total of 114 employees in District One. The Limon troop includes a radio communication center which also

winter. When the wind blows on the eastern plains, Troop 1-A braces itself for the worst and assists the motoring public to safety.

Troop 1-B, Broomfield are the pros at handling "Special Events" on the highways. The recreational activities in the troop and the events at the University of Colorado in Boulder generate the highest number of special events in the state. During May, 1989, the troop was the focal point of a major school bus accident in a mountain canyon which gained national attention. The investigation was a massive team effort requiring 579 man hours to complete.



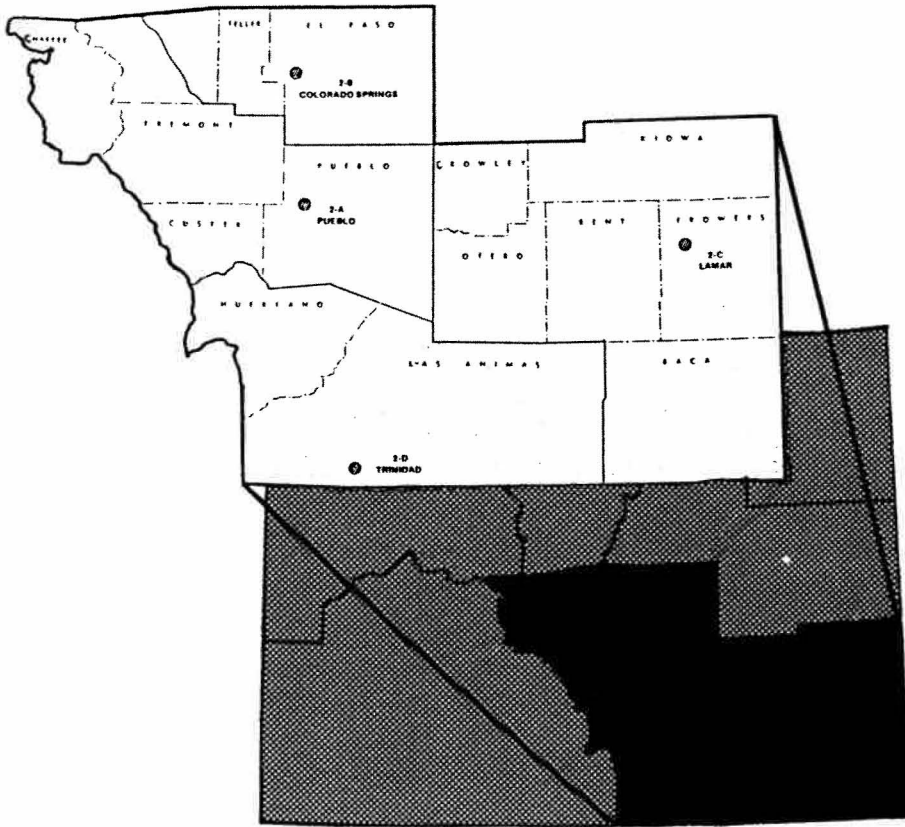
Valor Award Earned

Adams County Troop 1-D's Trooper Frits Boss was awarded the Valor Award, the highest award bestowed by the State Patrol. Trooper Boss earned the award when he arrested a felon

who was committing an armed robbery and using a weapon to effect his escape. Trooper Boss disarmed the subject and saved citizens from certain injury.

District One				
	FY 86-87	FY 87-88	FY 88-89	Percent Change From FY 86-87
Alcohol Related Accidents				
Fatal	18	23	11	-39%
Injury	421	355	349	-17%
Property Damage	239	198	175	-27%
Total Alcohol Related Accidents	678	576	535	-21%
Non-Accident DUI Arrests	1175	1301	1536	31%
DUI Arrests / DUI Accidents	1.73	2.25	2.87	

DISTRICT TWO



Total Accidents	4,439
Vehicle Miles Traveled * (in millions of miles)	19,010
Accidents per 100,000 Vehicle Miles Traveled	4.28
Number of Registered Vehicles	641,146
* Explanation on page 13	

tions center in Canon City. There are a total of 118 employees in District Two.

The geography of District Two ranges from high mountain passes to the plains of southeastern Colorado, from major metropolitan areas to areas of sparse population and small rural communities.

At the end of summer, the Colorado State Fair is held in Pueblo and the Patrol is responsible for law enforcement on the State Fairgrounds. The 1988 State Fair attracted a record of 642,932 visitors.

A District Two, Special Emergency Response Team (S.E.R.T. II), responded to the Arkansas Correctional Facility in Ordway on January ninth and twelfth, 1989, in anticipation of problems

District Two encompasses the southeastern corner of Colorado and is made up of 14 1/2 counties covering a total of 25,741 square miles. There are nearly 6,000 miles of State Highways within the district, plus many miles of country roads. The population in this area is over 565,000.

Two main highways cross District Two. Interstate 25 is the major north/south highway and the entry

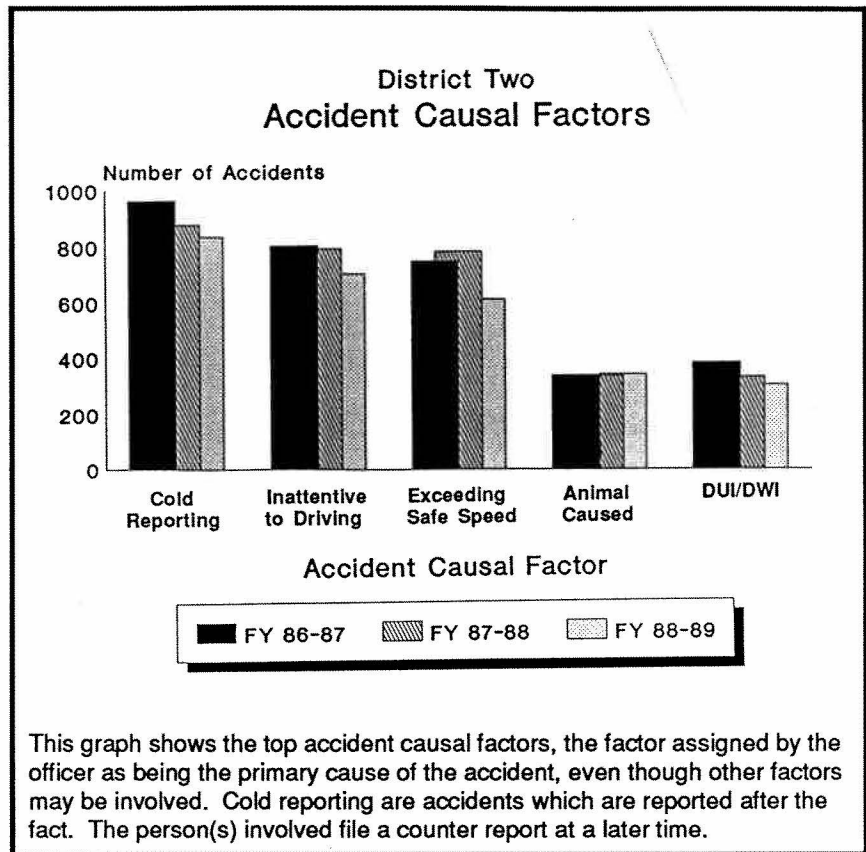
point at the New Mexico/Colorado border rates as the highest volume location within the state. Colorado 50 is the east/west system carrying traffic through the District from Kansas to Utah.

Troop offices are located in Pueblo, Colorado Springs, Lamar, and Trinidad. Each troop has a communications center to handle the radio communications within the District. The Pueblo Troop has a second communica-

due to inmate unrest. In March of 1989, S.E.R.T. II, at the request of the Department of Wildlife, responded to the San Luis Valley in a back-up role during a major illegal wildlife poaching operation.

District Two was very successful in the Results Management Program in the 88-89 fiscal year. The number of injury and fatal accidents reached a five-year low. The same is true with alcohol caused accidents. The reduction in the alcohol caused accidents can be attributed, in part, to the 884 DUI arrests made by the troopers in District Two. The first experience working with the DUI Overtime Enforcement Plan was also a success.

In the 88-89 fiscal year, an experimental program was conducted in District Two, where Troopers trained in criminal interdiction

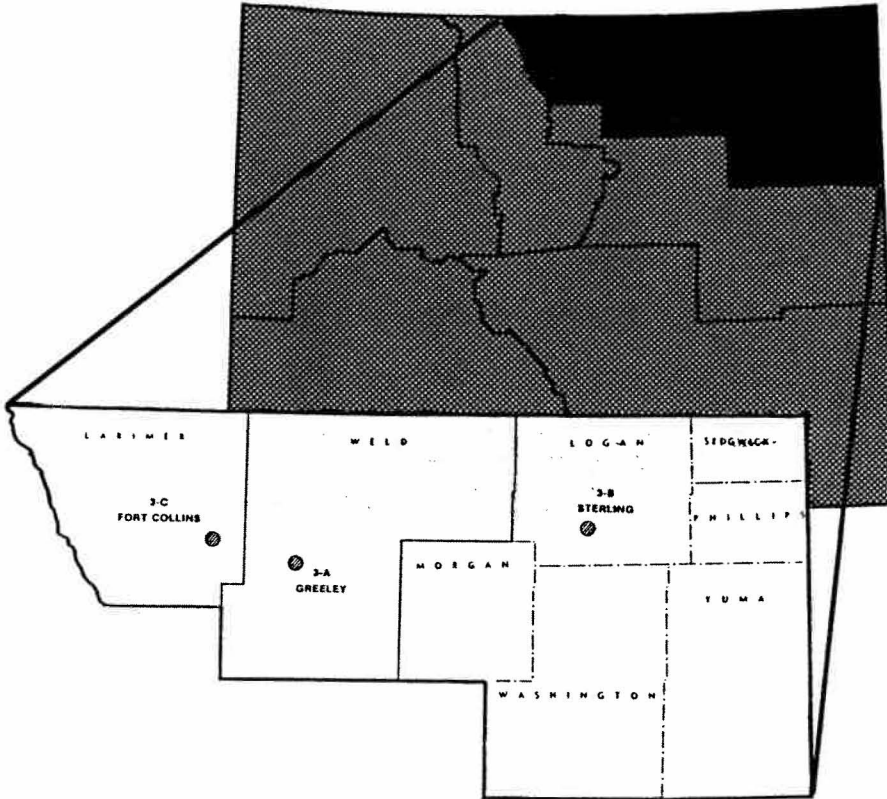


worked on I-25 in the Walsenburg area. Teams of four troopers worked the Interstate in an effort to improve awareness of criminal interdiction methods and to exchange information among those working the team effort. Though no

large scale criminal interdiction cases were made during this time, a number of arrests for various violations were made and small amounts of contraband were recovered.

District Two				
	FY 86-87	FY 87-88	FY 88-89	Percent Change From FY 86-87
Alcohol Related Accidents				
Fatal	11	14	8	-27%
Injury	231	197	189	-18%
Property Damage	150	120	105	-30%
Total Alcohol Related Accidents	392	331	302	-23%
Non-Accident DUI Arrests	955	962	884	-7%
DUI Arrests / DUI Accidents	2.50	2.25	2.87	

DISTRICT THREE



Statistical Profile	
Total Accidents	3,556
Vehicle Miles Traveled * (in millions of miles)	18,408
Accidents per 100,000 Vehicle Miles Traveled	5.18
Number of Registered Vehicles	897,542
* Explanation on page 13	

District Three stretches from the snow covered Colorado mountains on the west to the rolling grasslands of Kansas on the east. Wyoming and Nebraska sit to the north while the Denver metro area is on the southern boundary. Larimer County, which makes up Troop C, contains most of Rocky Mountain National Park and Trail Ridge Road, which tops out at 12,183 feet above sea level. At the east end of the District, Interstate-76 leaves the state near

Julesburg in Troop B, at an elevation of 3,477 feet. Weld County, Troop A, is Colorado's most productive agricultural county and the third largest county in Colorado. The District has a population in excess of 378,400. The communications center in Sterling dispatches the six counties of Troop B. The communications center in Greeley handles both Troops A and C. The District has a total of 89 employees.

For the fiscal year, Dis-

trict Three has a 9% overall reduction in accidents. Alcohol caused accidents dropped 5.5% while overall DUI arrests increased by 4%. The first DUI Overtime Grant contributed to the total 974 DUI arrests within the District.

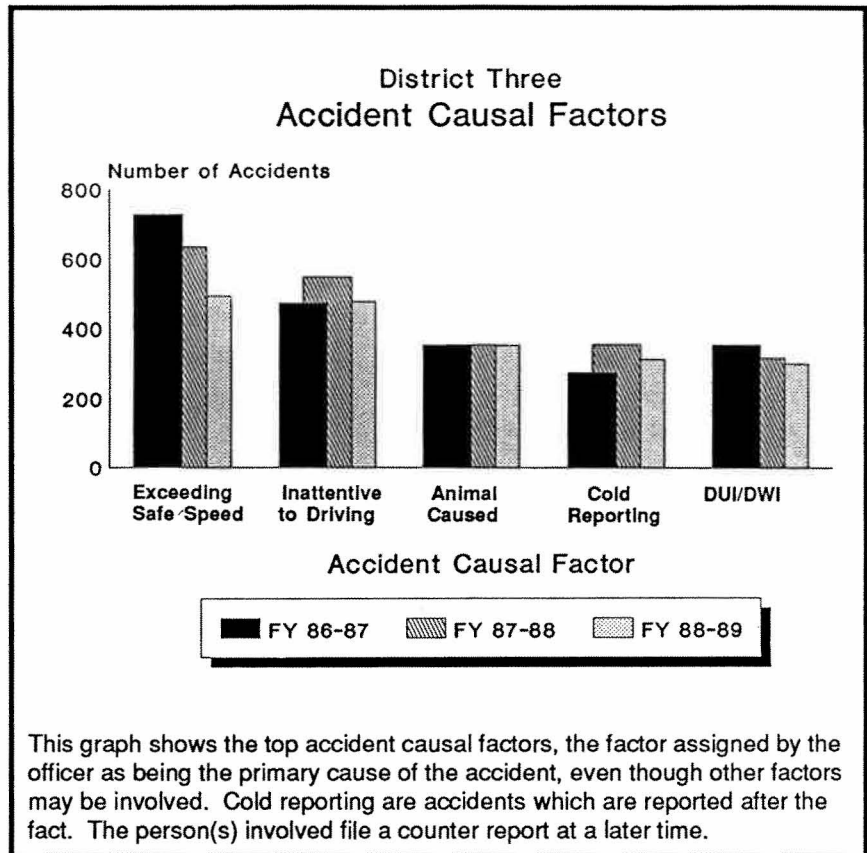
Communication officer Linda Hunter received training from the National Highway Traffic Association to become a national instructor of Occupant Protection Usage and Enforcement. She is one of only two civilian state employees to be recognized nationally.

Trooper Richard Cole was given a national award from the American Red Cross for his lifesaving actions. Trooper Cole stopped a violator and found a passenger in the vehicle bleeding severely. He applied the necessary first aid,

thereby saving the victim's life.

Trooper Claude Edens received an award from the Weld County Chapter of the American Red Cross for his lifesaving actions. When he responded to an accident where the vehicle was on its side, he found the unconscious driver lying on top of the passenger. Trooper Edens immobilized the passenger which prevented further spinal injury and applied first aid to the driver which prevented serious bleeding.

Highlights from Troop B, Sterling, include: troopers teamed up with the Burlington Northern Railroad in the Trooper-On-A-Train Program to detect drivers who ignore railroad crossing laws. During the month of January, 1989, four major hazardous materials spills were successfully mitigated in the Fort Morgan area. In May, troopers in a combined drug operation with the Morgan County Sheriff's



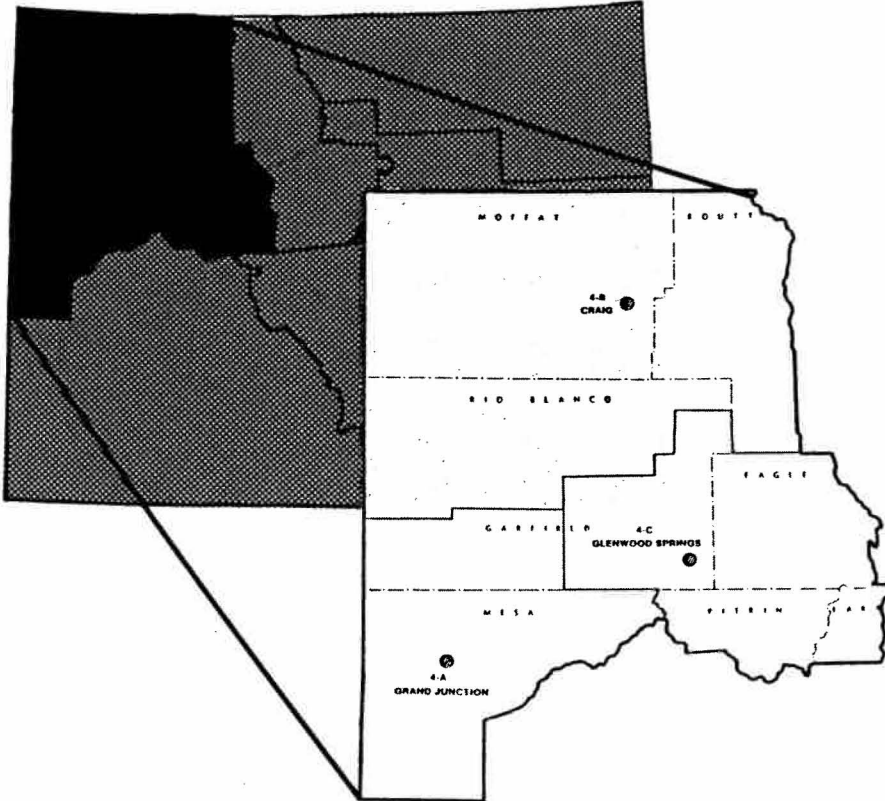
Office and Fort Morgan Police Department, arrested 17 people and confiscated two houses and five vehicles.

Two county roads, County Road 38E and County Road 19, west of Fort Collins, produced more DUI related injury and fatal

accidents than any other roads in Larimer County in fiscal year 87-88. The troop targeted these roads for DUI enforcement and DUI overtime hours. With diligent efforts, alcohol arrests doubled for 1988-89, and DUI is no longer a primary accident causal factor.

District Three				
	FY 86-87	FY 87-88	FY 88-89	Percent Change From FY 86-87
Alcohol Related Accidents				
Fatal	19	11	13	-32%
Injury	225	203	194	-14%
Property Damage	109	102	92	-16%
Total Alcohol Related Accidents	353	316	299	-15%
Non-Accident DUI Arrests	533	613	649	22%
DUI Arrests / DUI Accidents	1.51	1.94	2.17	

DISTRICT FOUR



Statistical Profile	
Total Accidents	3,502
Vehicle Miles Traveled * (in millions of miles)	11,386
Accidents per 100,000 Vehicle Miles Traveled	3.25
Number of Registered Vehicles	225,855
* Explanation on page 13	

District Four encompasses the northwestern corner of Colorado. It is bordered by Utah and Wyoming and is made up of eight counties covering a total of 19,863 square miles. In addition to a multitude of county and back country jeeping roads, there are nearly 926 miles of state highways. With the influx of seasonal residents, the area population varies throughout

the year and is nearing 200,000. One hundred ninety miles of Interstate-70, a major east/west interstate highway, is located in this district. U.S. 50, a major east/west system, carries traffic into Utah through Grand Junction, Colorado 13, a major north/south corridor, extends from the Wyoming state line to Interstate -70 near Rifle.

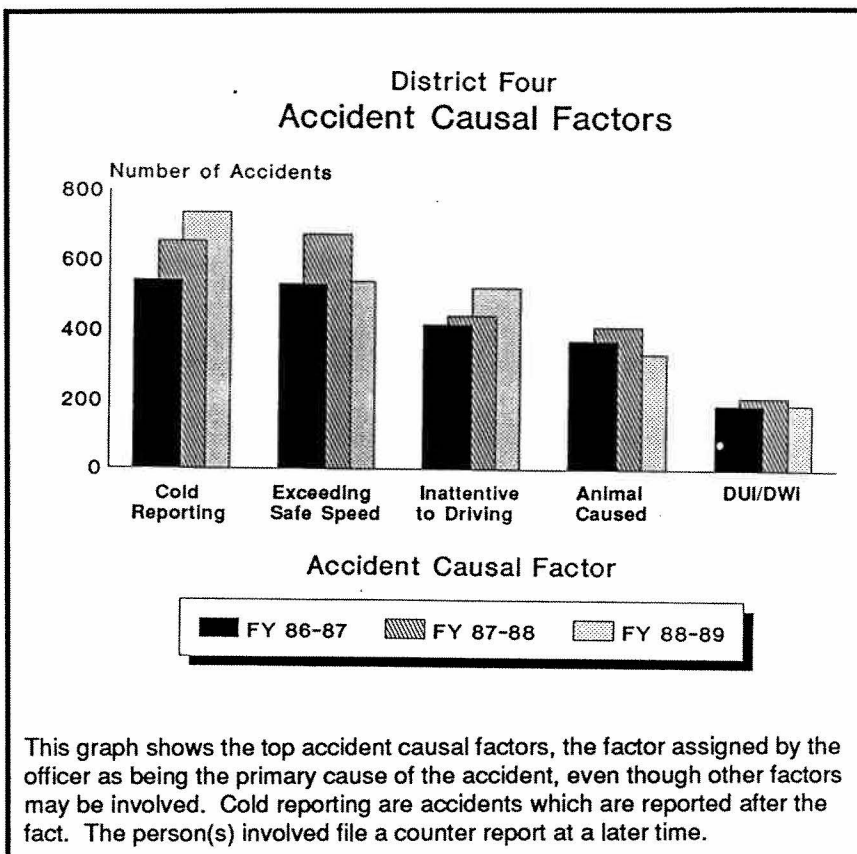
District Four is divided

into three troops. Troop offices are located in Grand Junction, Craig, and Glenwood Springs with sub-troop offices located in Steamboat Springs and Eagle. The District has a total of 81 employees.

Elevations in District Four range from 4,586 feet in Grand Junction to 12,095 feet at the top of Independence Pass. World famous ski resorts and wilderness areas, and sparsely populated rural farming, ranching and mining communities offer a diverse range of lifestyles. Thousands of tourists are attracted to this mountainous wonderland each year.

Troopers in District Four successfully removed a total of 884 drunk drivers from its highways during fiscal year

88-89 resulting in a lower number of alcohol related accidents. Much of this success can be attributed to the new DUI Enforcement Program allowing overtime for officers to focus on the DUI problem.



In January, Vail hosted the 1989 World Alpine Ski Championships. The Patrol was provided with additional funding by the legislature to utilize 50 troopers and communications officers from throughout Colorado to

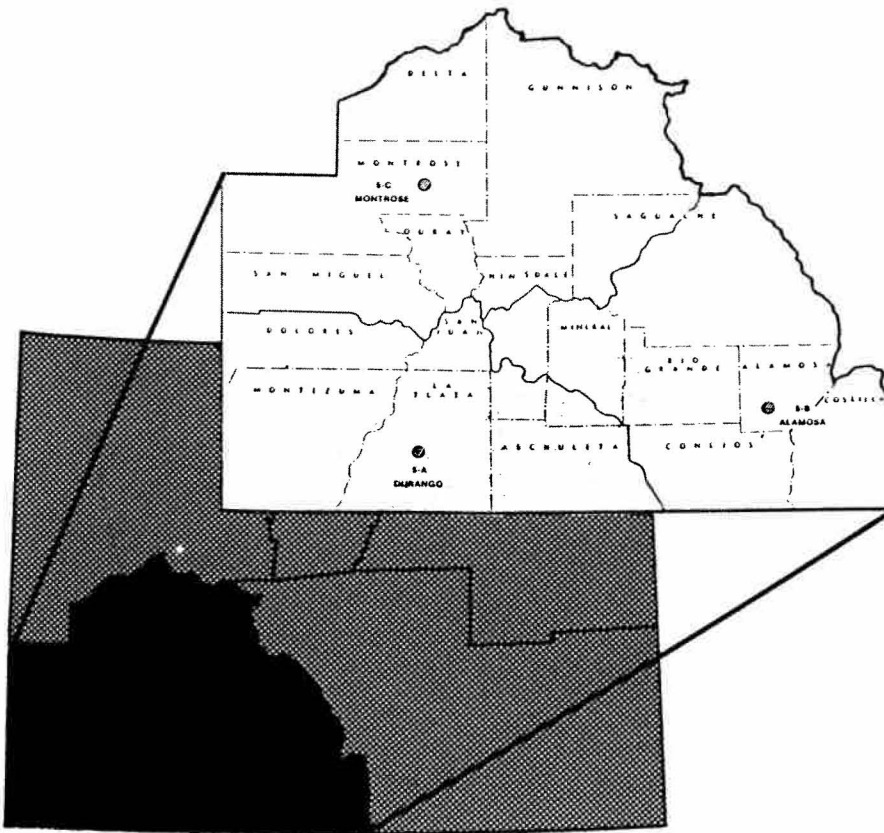
work with local law enforcement to provide security for the world-wide televised event.

Troopers assigned to District Four are frequently called upon to assist other agencies; respond to emer-

gency situations; perform their duties during inclement weather; and fulfill their mission effectively, efficiently, and professionally in their efforts to make Colorado's highways safer.

District Four				
	FY 86-87	FY 87-88	FY 88-89	Percent Change From FY 86-87
Alcohol Related Accidents				
Fatal	9	10	8	-11%
Injury	105	101	85	-19%
Property Damage	73	99	95	30%
Total Alcohol Related Accidents	187	210	188	1%
Non-Accident DUI Arrests	540	510	701	30%
DUI Arrests / DUI Accidents	2.89	2.62	3.73	

DISTRICT FIVE



Statistical Profile	
Total Accidents	2,773
Vehicle Miles Traveled * (in millions of miles)	11,073
Accidents per 100,000 Vehicle Miles Traveled	3.99
Number of Registered Vehicles	193,538
* Explanation on page 13	

54 letters of appreciation from citizens and other agencies.

Fiscal year 1988-89 also experienced the historical event of five members celebrating 25 years of service to the State Patrol and the citizens of Colorado. They were Captain Don Moomey (Durango), Sergeant George Campbell (Alamosa), Sergeant Jack Donner (Cortez), Communications Supervisor Ron Zimmerman (Cortez), and Communications Supervisor Al Kline (Alamosa).

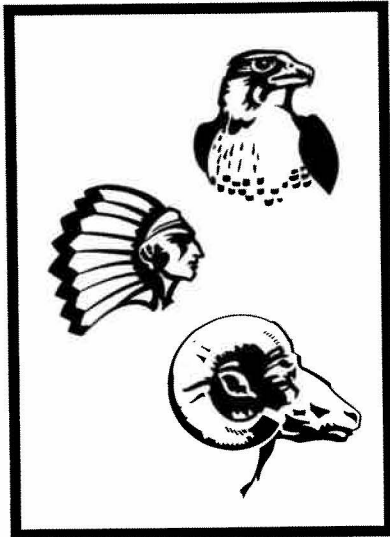
Troop offices are located in Durango, Alamosa, and Montrose. Additionally, there are four State Patrol Communications Centers in the District, one in each Troop office and an additional one in Cortez. Many local police, sheriffs, fire departments, and ambu-

District Five consists of sixteen counties in the southwest corner of the State. There are 11 major mountain passes within the District which create a special enforcement challenge to the troopers in winter and summer. Colo. 50, Colo. 550, and Colo. 160 are the main highways which provide the influx of tourists, skiers, and hunters into this very scenic part of Colorado. District Five has no inter-

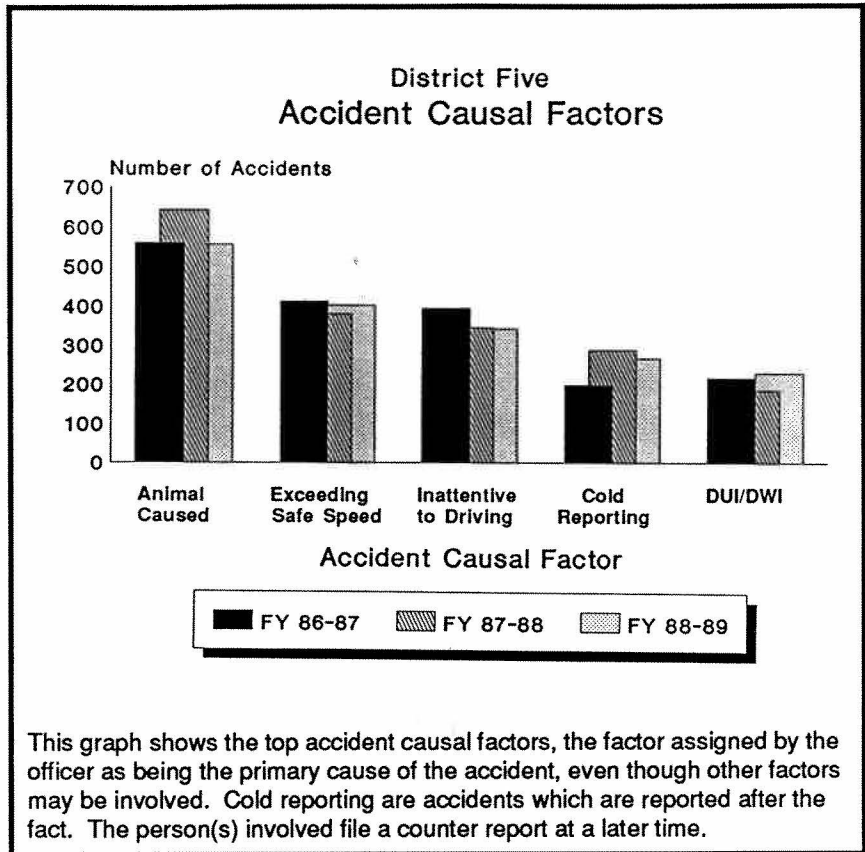
state highways within its borders and only 22 miles of divided four lane highway to patrol. The major industries are tourism, agriculture, mining, and timber.

There are 91 State Patrol employees within the District. With an average of 13.6 years of service, they have excellent long term exposure to the communities they serve. District Five personnel received 16 Official Commendations and

lance services, as well as the State Patrol, are provided with communications through these centers.



The District has the only two Indian reservations in the state of Colorado within its borders. The Southern Ute Reservation is headquartered at Ignacio and the Ute Mountain Reservation is headquartered at Towaoc. Federal and tribal law create some very complex and unusual enforcement challenges to the troopers working near these reservations.



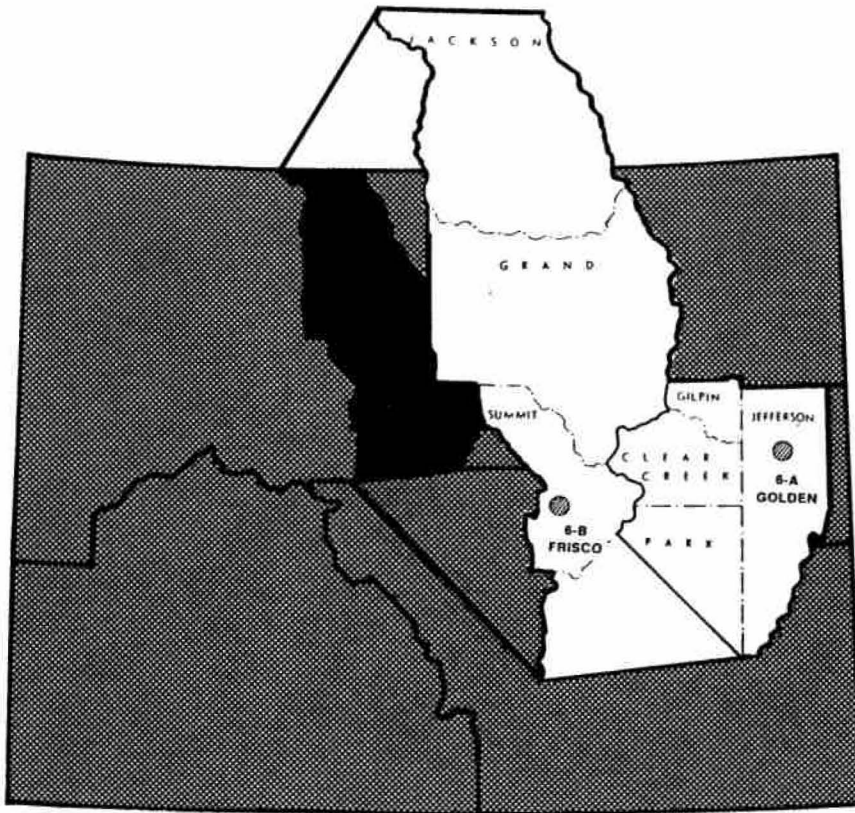
District Five has taken a very active role in the criminal interdiction field, handling 73 criminal interdiction cases with numerous arrests and seizures.

Additionally, District Five has experienced a decline in the number of people killed in fatal accidents from a six

year high of seventy-one in 1986/87 to a six year low of forty-eight in 1988/89. This is attributed to the overall mission of the State Patrol, efforts at education, and the enforcement of stricter laws governing alcohol consumption and seat belts.

District Five				
	FY 86-87	FY 87-88	FY 88-89	Percent Change From FY 86-87
Alcohol Related Accidents				
Fatal	8	6	10	25%
Injury	121	96	140	16%
Property Damage	86	83	78	-9%
Total Alcohol Related Accidents	215	185	228	6%
Non-Accident DUI Arrests	686	665	522	-24%
DUI Arrests / DUI Accidents	2.89	3.59	2.29	

DISTRICT SIX



Total Accidents	5,319
Vehicle Miles Traveled * (in millions of miles)	14,103
Accidents per 100,000 Vehicle Miles Traveled	2.65
Number of Registered Vehicles	460,843
* Explanation on page 13	

traffic to/from Denver to access southwestern and northwestern Colorado respectively. Thus, the majority of all summer vacationers and winter ski enthusiasts visiting the Colorado Rockies pass through District Six.

District Six includes seven counties in north central Colorado. While District Six is geographically the smallest district, it is one of the largest in terms of population.

It is very diverse since the counties range from Jefferson, one of the largest, to Jackson, one of the most sparsely populated. It also ranges from very dense metropolitan areas to virtually uninhabited mountain areas.

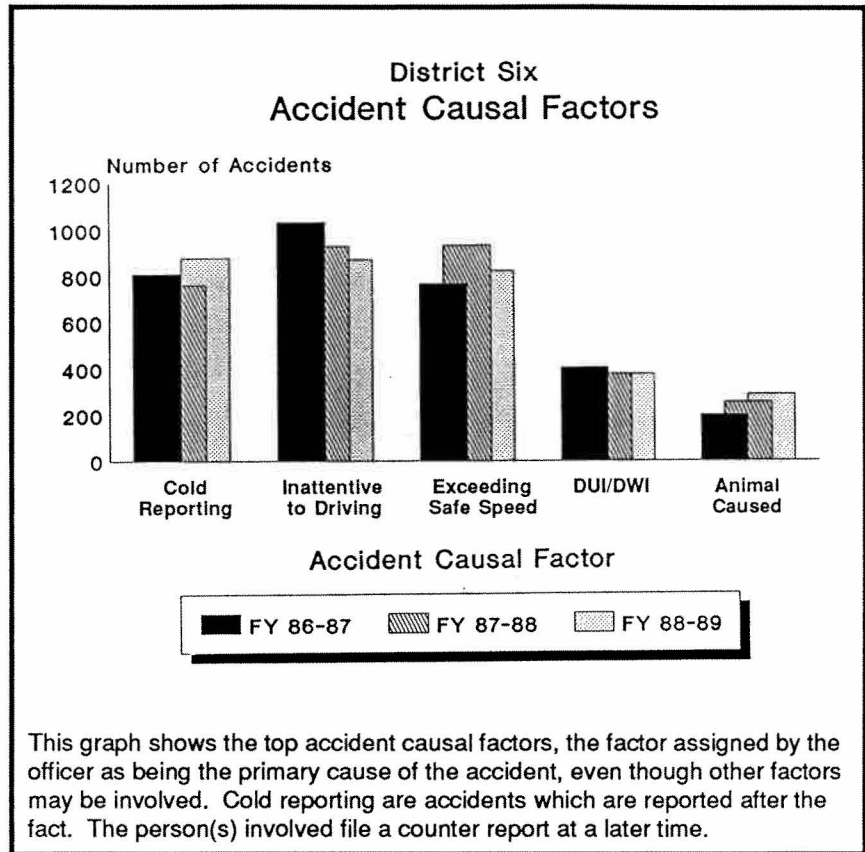
Three major U.S. highways carry the majority of the traffic which passes through the district. Interstate 70 is the major east/west arterial in the state, with the bulk of the ski traffic and summer tourist traffic utilizing this highway for access to the mountains. During this fiscal year, 6,330,643 vehicles passed through the Eisenhower/Johnson Tunnel on Interstate 70. U.S. 285 and U.S. 40 are the primary routes of

There are two troops in the district, one in Golden on the front range and one in Frisco on the western slope. Subtroop offices are located in Idaho Springs and Hot Sulphur Springs. The two troops and district office combined have 64 employees.

Even with the constantly increasing traffic and workload, the Patrol's Management by Objectives Program has enabled District Six to show a decrease

in injury and fatal accidents and an increase in arrests for driving under the influence (DUI).

Steps were taken with the cooperation of the Department of Highways to help solve the ongoing problem of runaway trucks on the steep downgrade of I-70 in Mount Vernon Canyon. Additional warning signs, lights, and a lower speed limit for heavy vehicles was put in place. Speed, equipment, and inspection enforcement was increased by troopers of 6A.



Valor Award Presented

Sergeant Joe Copley, Idaho Springs, was awarded the highest award bestowed by the State Patrol, the Valor Award, for actions taken while he was in Sterling. Sergeant Copley prevented a possible trag-

edy when he stopped a felon in a high-speed chase by passing the pursued car and slowing his Patrol vehicle to a stop before reaching an elementary school located on a curve with children playing in the school yard.

District Six				
	FY 86-87	FY 87-88	FY 88-89	Percent Change From FY 86-87
Alcohol Related Accidents				
Fatal	11	14	14	27%
Injury	241	212	210	-13%
Property Damage	148	148	150	1%
Total Alcohol Related Accidents	400	374	374	-7%
Non-Accident DUI Arrests	468	552	723	54%
DUI Arrests / DUI Accidents	1.17	1.48	1.93	

ACTIVITY SUMMARIES AND ACCIDENT REPORTS FOR FISCAL YEAR 1988-89

The first four tables titled "Annual Summary," "Time Distribution," "Total Number," and "Violation Reports" are from the Activity Summary Reports. Description of these reports can be found in Appendix A.

The last table titled "Accident Summary" is from the Accident Summary Reports. Description of this report is in Appendix B.

State
July 1, 1988 through June 30, 1989

ANNUAL SUMMARY	
MILES DRIVEN	8743943
MLS PER CONTACT	15
% TIME PAT & SE	65.2
ENFORCEMENT INDEX	12
CONTACTS:	
VEHICLES	546793
DR LICENSE CHKD	397830
PEDESTRIANS	4674
ORAL: TRAFFIC	207733
ASSISTS	101779
ALL OTHER	140914
TOTAL	450426

TIME DISTRIBUTION		
	HOURS	%
GEN. ACC. REDUC. (TARG)	147174.00	18.4
GEN. ACC. REDUC. (NON-TARG)	134014.54	16.7
ALC. ACC. REDUC. (TARG)	37840.00	4.7
ALC. ACC. REDUC. (NON-TARG)	11894.50	1.4
ACCIDENT INVESTIGATION	51947.81	6.4
-1000 ACCIDENT INVEST.	7533.50	0.9
ACCIDENT REPORTING	12488.48	1.5
COURT	22235.29	2.7
MOTOR CARRIER SAFETY	14111.50	1.7
CURSORY INSPECTIONS	2848.25	0.3
HAZ MATERIALS RESPONSE	5219.25	0.6
PRISONER PROCESSING	8429.75	1.0
OTHER PRODUCTIVE	74994.00	9.3
TOTAL (PROD)	530730.87	65.6
ALL OTHER	268800.23	33.6
TOTAL	799531.10	100.0
ROUTINE REPORTING	32348.48	

TOTAL NUMBER	
DUI CITATIONS	6920
SAFETY PROGRAM	1235
TCR	12382
ACC REPORT (63%)	21915
OT HOURS	0
COMP TIME (0%)	27677
VEH. INSPECTED	144116
VEH. IN VIOLATION	73522
% OF VEH IN VIO.	51.0
-1000 ACC. INV.	5669
FELONY	0
MISDEMEANOR	0
AUTO THEFT:	
ASSISTS	94
VEH. INSPECTIONS	6895
BUSINESS INSP.	389

VIOLATION REPORTS		
PATROLLING	54460	35.9
RADAR	54704	36.0
VASCAR	17345	11.4
AIRCRAFT	3930	2.5
SAFETY CHECK	1652	1.0
SUB-TOTAL	132091	87.1
ACC CITATIONS	19545	12.8
TOTAL	151636	100.0
WARNING TICKETS	15604	
HVPT	109382	(72%)
OPTIONAL FIELD 1	1135	

ACCIDENT SUMMARY			
PRIVATE PROPERTY.....	2109		
ANIMAL.....	2142		
TOTAL CITATIONS.....	157008		
WRN TKTS(ACC CAUS FACT)	2971		
ECONOMIC IMPACT (NSC FIG.1-89)			
305 FTL X 240000=\$	73200000		
8324 INJ X 9200=\$	76580800		
18534 PD X 1200=\$	22240800		

27163 TOTALS	\$ 172,021,600		
ACCIDENT CAUSAL FACTORS			
FACTORS	#	%	CIT
INAT DRVNG	4665	17.2	3956
COLD REPOR	4062	15.0	28
EX SAF SPD	3713	13.7	2300
ANIMAL	2142	7.9	8
DUI/DWI	1926	7.1	7077
ALL OTHERS	1537	5.7	2130
YLD ROW	1326	4.9	1656
EX LAW SPD	1247	4.6	79032
DRV ASLEEP	939	3.5	766
REMAINDER	5606	20.6	19960
TOTAL(ACC CAUS FACT)			116913
BREAKDOWN OF REMAINING ACCIDENT CAUSAL FACTORS			
FACTORS	#	%	CIT
FOL TO CLS	852	3.1	2213
IMP BACK	690	2.5	1034
LANE VIOL	628	2.3	1475
IMP L TURN	622	2.3	853
DEFECT VEH	619	2.3	1655
WRNG SD RD	597	2.2	897
IMP PASSNG	358	1.3	2171
O IMP TURN	269	1.0	1244
TOTAL(OFF ALL OTHER ACC CAUS FACT)			19960

District 1
July 1, 1988 through June 30, 1989

ANNUAL SUMMARY	
MILES DRIVEN	1784325
MLS PER CONTACT	13
% TIME PAT & SE	62.7
ENFORCEMENT INDEX	9
CONTACTS:	
VEHICLES	136975
DR LICENSE CHKD	97896
PEDESTRIANS	1423
ORAL: TRAFFIC	55515
ASSISTS	26050
ALL OTHER	36849
TOTAL	118414

TIME DISTRIBUTION		
	HOURS	%
GEN. ACC. REDUC. (TARG)	37614.50	20.0
GEN. ACC. REDUC. (NON-TARG)	25234.75	13.4
ALC. ACC. REDUC. (TARG)	8825.50	4.7
ALC. ACC. REDUC. (NON-TARG)	3539.50	1.8
ACCIDENT INVESTIGATION	12740.75	6.7
-1000 ACCIDENT INVEST.	2002.75	1.0
ACCIDENT REPORTING	3023.75	1.6
COURT	4759.99	2.5
MOTOR CARRIER SAFETY	7.00	0.0
CURSORY INSPECTIONS	561.50	0.2
HAZ MATERIALS RESPONSE	419.00	0.2
PRISONER PROCESSING	2953.75	1.5
OTHER PRODUCTIVE	18576.25	9.8
TOTAL (PROD)	120258.99	63.4
ALL OTHER	67420.50	35.9
TOTAL	187679.49	100.0
ROUTINE REPORTING	8996.50	

TOTAL NUMBER	
DUI CITATIONS	1994
SAFETY PROGRAM	173
TCR	2544
ACC REPORT (69%)	6139
OT HOURS	0
COMP TIME (0%)	8847
VEH. INSPECTED	34471
VEH. IN VIOLATION	16706
% OF VEH IN VIO.	48.4
-1000 ACC. INV.	1888
FELONY	0
MISDEMEANOR	0
AUTO THEFT:	
ASSISTS	7
VEH. INSPECTIONS	2317
BUSINESS INSP.	67

VIOLATION REPORTS		
PATROLLING	18909	47.8
RADAR	9196	23.2
VASCAR	4320	10.9
AIRCRAFT	624	1.5
SAFETY CHECK	494	1.2
SUB-TOTAL	33543	84.9
ACC CITATIONS	5964	15.0
TOTAL	39507	100.0
WARNING TICKETS	3828	
HVPT	26406	(66%)
OPTIONAL FIELD 1	394	

ACCIDENT SUMMARY				
PRIVATE PROPERTY.....	556			
ANIMAL.....	274			
TOTAL CITATIONS.....	42436			
WRN TKTS (ACC CAUS FACT)	1139			
ECONOMIC IMPACT (NSC FIG.1-89)				
60 FTL X 240000=\$	14400000			
2475 INJ X 9200=\$	22770000			
5039 PD X 1200=\$	6046800			

7574 TOTALS \$	43,216,800			
ACCIDENT CAUSAL FACTORS				
FACTORS	#	%	CIT	
INAT DRVNG	1754	23.2	1835	
COLD REPOR	1037	13.7	19	
EX SAF SPD	852	11.2	531	
DUI/DWI	535	7.1	2121	
YLD ROW	448	5.9	585	
ALL OTHERS	341	4.5	508	
EX LAW SPD	322	4.3	17324	
FOL TO CLS	307	4.1	1107	
IMP L TURN	274	3.6	393	
REMAINDER	1704	22.5	6130	
TOTAL (ACC CAUS FACT)			30553	
BREAKDOWN OF REMAINING ACCIDENT CAUSAL FACTORS				
FACTORS	#	%	CIT	
ANIMAL	274	3.6	3	
IMP BACK	264	3.5	482	
LANE VIOL	220	2.9	490	
DRV ASLEEP	178	2.4	133	
DEFECT VEH	133	1.8	500	
WRNG SD RD	122	1.6	198	
O TRAF DEV	114	1.5	1306	
IMP PASSNG	89	1.2	466	
TOTAL (OF ALL OTHER ACC CAUS FACT)				6130

District 2
July 1, 1988 through June 30, 1989

ANNUAL SUMMARY	
MILES DRIVEN	1838375
MLS PER CONTACT	16
% TIME PAT & SE	69.8
ENFORCEMENT INDEX	14
CONTACTS:	
VEHICLES	108388
DR LICENSE CHKD	77747
PEDESTRIANS	1096
ORAL: TRAFFIC 31873	
ASSISTS	21124
ALL OTHER	33236
TOTAL	86233

TIME DISTRIBUTION		
	HOURS	%
GEN.ACC.REDUC. (TARG)	35061.75	23.3
GEN.ACC.REDUC. (NON-TARG)	29787.55	19.8
ALC.ACC.REDUC. (TARG)	4345.75	2.8
ALC.ACC.REDUC. (NON-TARG)	1805.50	1.2
ACCIDENT INVESTIGATION	8736.50	5.8
-1000 ACCIDENT INVEST.	1143.50	0.7
ACCIDENT REPORTING	1971.50	1.3
COURT	3446.50	2.2
MOTOR CARRIER SAFETY	11.00	0.0
CURSORY INSPECTIONS	344.00	0.2
HAZ MATERIALS RESPONSE	1209.00	0.8
PRISONER PROCESSING	1215.50	0.8
OTHER PRODUCTIVE	12775.75	8.5
TOTAL (PROD)	101853.80	67.4
ALL OTHER	48089.73	32.0
TOTAL	149943.53	100.0
ROUTINE REPORTING	3638.25	

TOTAL NUMBER	
DUI CITATIONS	1187
SAFETY PROGRAM	144
TCR	2509
ACC REPORT (71%)	3412
OT HOURS	0
COMP TIME (0%)	3108
VEH. INSPECTED	26070
VEH. IN VIOLATION	12657
% OF VEH IN VIO.	48.5
-1000 ACC. INV.	713
FELONY	0
MISDEMEANOR	0
AUTO THEFT:	
ASSISTS	18
VEH. INSPECTIONS	913
BUSINESS INSP.	62

VIOLATION REPORTS		
PATROLLING	10245	31.2
RADAR	14716	44.8
VASCAR	3313	10.1
AIRCRAFT	998	3.0
SAFETY CHECK	186	0.5
SUB-TOTAL	29458	89.8
ACC CITATIONS	3342	10.1
TOTAL	32800	100.0
WARNING TICKETS	4278	
HVPT	24873	(75%)
OPTIONAL FIELD 1	50	

ACCIDENT SUMMARY			
PRIVATE PROPERTY.....	275		
ANIMAL.....	341		
TOTAL CITATIONS.....	33865		
WRN TKTS (ACC CAUS FACT)	644		
ECONOMIC IMPACT (NSC FIG.1-89)			
66 FTL X 240000=\$	15840000		
1559 INJ X 9200=\$	14342800		
2814 PD X 1200=\$	3376800		
4439 TOTALS \$	33,559,600		
ACCIDENT CAUSAL FACTORS			
FACTORS	#	%	CIT
COLD REPOR	834	18.8	2
INAT DRVNG	703	15.8	616
EX SAF SPD	610	13.7	463
ANIMAL	341	7.7	3
DUI/DWI	302	6.8	1197
ALL OTHERS	268	6.0	390
EX LAW SPD	229	5.2	19828
DRV ASLEEP	217	4.9	267
YLD ROW	204	4.6	273
REMAINDER	731	16.4	3448
TOTAL(ACC CAUS FACT)			26487
BREAKDOWN OF REMAINING ACCIDENT CAUSAL FACTORS			
FACTORS	#	%	CIT
FOL TO CLS	103	2.3	299
DEFECT VEH	97	2.2	304
WRNG SD RD	92	2.1	156
LANE VIOL	81	1.8	258
IMP BACK	74	1.7	132
IMP L TURN	74	1.7	107
IMP PASSNG	54	1.2	463
STOP SIGN	41	.9	413
FACTORS	#	%	CIT
O IMP TURN	30	.7	183
PARK VIOL	19	.4	67
O TRAF DEV	17	.4	462
SIG VIOL	17	.4	155
PED VIOL	15	.3	10
SPILL LOAD	9	.2	0
IMP LIGHT	5	.1	424
IMP LOAD	3	.1	15
TOTAL(OFF ALL OTHER ACC CAUS FACT)			3448

District 4
July 1, 1988 through June 30, 1989

ANNUAL SUMMARY	
MILES DRIVEN	1215765
MLS PER CONTACT	18
% TIME PAT & SE	66.6
ENFORCEMENT INDEX	17
CONTACTS:	
VEHICLES	66217
DR LICENSE CHKD	50713
PEDESTRIANS	403
ORAL: TRAFFIC	26630
ASSISTS	10565
ALL OTHER	16393
TOTAL	53588

TIME DISTRIBUTION		
	HOURS	%
GEN. ACC. REDUC. (TARG)	17590.00	17.5
GEN. ACC. REDUC. (NON-TARG)	18502.50	18.4
ALC. ACC. REDUC. (TARG)	6759.50	6.7
ALC. ACC. REDUC. (NON-TARG)	1825.75	1.8
ACCIDENT INVESTIGATION	6364.50	6.3
-1000 ACCIDENT INVEST.	1003.50	1.0
ACCIDENT REPORTING	1013.00	1.0
COURT	3040.75	3.0
MOTOR CARRIER SAFETY	9.50	0.0
CURSORY INSPECTIONS	286.75	0.2
HAZ MATERIALS RESPONSE	1439.50	1.4
PRISONER PROCESSING	1102.50	1.0
OTHER PRODUCTIVE	8313.00	8.2
TOTAL (PROD)	67250.75	66.5
ALL OTHER	33086.50	32.9
TOTAL	100337.25	100.0
ROUTINE REPORTING	4113.00	

TOTAL NUMBER	
DUI CITATIONS	884
SAFETY PROGRAM	135
TCR	1899
ACC REPORT (57%)	2635
OT HOURS	0
COMP TIME (0%)	2924
VEH. INSPECTED	16241
VEH. IN VIOLATION	8824
% OF VEH IN VIO.	54.3
-1000 ACC. INV.	658
FELONY	0
MISDEMEANOR	0
AUTO THEFT:	
ASSISTS	2
VEH. INSPECTIONS	91
BUSINESS INSP.	3

VIOLATION REPORTS		
PATROLLING	6329	34.0
RADAR	7515	40.4
VASCAR	1997	10.7
AIRCRAFT	534	2.8
SAFETY CHECK	52	0.2
SUB-TOTAL	16427	88.4
ACC CITATIONS	2155	11.5
TOTAL	18582	100.0
WARNING TICKETS	1412	
HVPT	13573	(73%)
OPTIONAL FIELD 1	13	

ACCIDENT SUMMARY			
PRIVATE PROPERTY.....	382		
ANIMAL.....	333		
TOTAL CITATIONS.....	18899		
WRN TKTS(ACC CAUS FACT)	141		
ECONOMIC IMPACT (NSC FIG.1-89)			
43 FTL X 240000=\$	10320000		
658 INJ X 9200=\$	6053600		
2801 PD X 1200=\$	3361200		

3502 TOTALS \$	19,734,800		
ACCIDENT CAUSAL FACTORS			
FACTORS	#	%	CIT
COLD REPOR	737	21.0	3
EX SAF SPD	538	15.4	398
INAT DRVNG	521	14.9	361
ANIMAL	333	9.5	2
ALL OTHERS	208	5.9	296
DUI/DWI	188	5.4	891
DRV ASLEEP	153	4.4	88
YLD ROW	143	4.1	168
EX LAW SPD	138	3.9	9948
REMAINDER	543	15.5	1981
TOTAL(ACC CAUS FACT)	14136		
BREAKDOWN OF REMAINING ACCIDENT CAUSAL FACTORS			
FACTORS	#	%	CIT
DEFECT VEH	81	2.3	198
WRNG SD RD	80	2.3	124
IMP BACK	79	2.3	108
POL TO CLS	65	1.9	174
IMP L TURN	49	1.4	63
LANE VIOL	44	1.3	148
IMP PASSNG	38	1.1	239
O IMP TURN	24	.7	84
TOTAL(OF ALL OTHER ACC CAUS FACT)	1981		

District 5
July 1, 1988 through June 30, 1989

ANNUAL SUMMARY	
MILES DRIVEN	1281977
MLS PER CONTACT	20
% TIME PAT & SE ENFORCEMENT INDEX	68.4
CONTACTS:	12
VEHICLES	63880
DR LICENSE CHKD	46304
PEDESTRIANS	420
ORAL: TRAFFIC	23476
ASSISTS	11619
ALL OTHER	15479
TOTAL	50574

TIME DISTRIBUTION		
	HOURS	%
GEN. ACC. REDUC. (TARG)	18368.50	17.5
GEN. ACC. REDUC. (NON-TARG)	16507.50	15.7
ALC. ACC. REDUC. (TARG)	10043.25	9.5
ALC. ACC. REDUC. (NON-TARG)	983.00	0.9
ACCIDENT INVESTIGATION	6098.00	5.8
-1000 ACCIDENT INVEST.	771.50	0.7
ACCIDENT REPORTING	1135.75	1.0
COURT	2666.00	2.5
MOTOR CARRIER SAFETY	7.50	0.0
CURSORY INSPECTIONS	756.75	0.7
HAZ MATERIALS RESPONSE	742.50	0.7
PRISONER PROCESSING	789.25	0.7
OTHER PRODUCTIVE	8625.00	8.2
TOTAL (PROD)	67494.50	63.9
ALL OTHER	37254.25	35.5
TOTAL	104748.75	100.0
ROUTINE REPORTING	4096.25	

TOTAL NUMBER	
DUI CITATIONS	748
SAFETY PROGRAM	140
TCR	1771
ACC REPORT (54%)	2418
OT HOURS	0
COMP TIME (0%)	3881
VEH. INSPECTED	9098
VEH. IN VIOLATION	5791
% OF VEH IN VIO.	63.6
-1000 ACC. INV.	620
FELONY	0
MISDEMEANOR	0
AUTO THEFT:	
ASSISTS	4
VEH. INSPECTIONS	1716
BUSINESS INSP.	16

VIOLATION REPORTS		
PATROLLING	4437	28.1
RADAR	7343	46.5
VASCAR	1838	11.6
AIRCRAFT	211	1.3
SAFETY CHECK	136	0.8
SUB-TOTAL	13965	88.4
ACC CITATIONS	1816	11.5
TOTAL	15781	100.0
WARNING TICKETS	1787	
HVPT	11891	(75%)
OPTIONAL FIELD 1	6	

ACCIDENT SUMMARY			
PRIVATE PROPERTY.....	158		
ANIMAL.....	555		
TOTAL CITATIONS.....	15993		
WRN TKTS(ACC CAUS FACT)	409		
ECONOMIC IMPACT (NSC FIG.1-89)			
38 FTL X 240000=\$	9120000		
873 INJ X 9200=\$	8031600		
1862 PD X 1200=\$	2234400		

2773 TOTALS \$	19,386,000		
ACCIDENT CAUSAL FACTORS			
FACTORS	#	%	CIT
ANIMAL	555	20.0	0
EX SAF SPD	400	14.4	192
INAT DRVNG	341	12.3	223
COLD REPOR	266	9.6	0
ALL OTHERS	237	8.5	333
DUI/DWI	228	8.2	722
EX LAW SPD	103	3.7	9092
YLD ROW	99	3.6	143
DRV ASLEEP	93	3.4	54
REMAINDER	451	16.2	1638
TOTAL(ACC CAUS FACT)			12397
BREAKDOWN OF REMAINING ACCIDENT CAUSAL FACTORS			
FACTORS	#	%	CIT
DEFECT VEH	81	2.9	196
WRNG SD RD	68	2.5	105
FOL TO CLS	51	1.8	58
IMP PASSNG	49	1.8	449
O IMP TURN	41	1.5	45
IMP BACK	38	1.4	46
LANE VIOL	35	1.3	143
STOP SIGN	21	.8	216
FACTORS	#	%	CIT
IMP L TURN	18	.6	33
PARK VIOL	17	.6	65
SIG VIOL	14	.5	35
SPILL LOAD	8	.3	0
PED VIOL	5	.2	6
O TRAF DEV	2	.1	54
IMP LOAD	2	.1	16
IMP LIGHT	1		171
TOTAL(OFF ALL OTHER ACC CAUS FACT)			1638

District 6
July 1, 1988 through June 30, 1989

ANNUAL SUMMARY	
MILES DRIVEN	1038665
MLS PER CONTACT	12
% TIME PAT & SE	55.5
ENFORCEMENT INDEX	8
CONTACTS:	
VEHICLES	80121
DR LICENSE CHKD	55636
PEDESTRIANS	864
ORAL: TRAFFIC	33515
ASSISTS	18609
ALL OTHER	20139
TOTAL	72263

TIME DISTRIBUTION		
	HOURS	%
GEN. ACC. REDUC. (TARG)	18262.50	17.4
GEN. ACC. REDUC. (NON-TARG)	15363.49	14.6
ALC. ACC. REDUC. (TARG)	4099.75	3.9
ALC. ACC. REDUC. (NON-TARG)	1674.50	1.5
ACCIDENT INVESTIGATION	9859.31	9.3
-1000 ACCIDENT INVEST.	1668.50	1.5
ACCIDENT REPORTING	3066.48	2.9
COURT	3910.04	3.7
MOTOR CARRIER SAFETY	18.00	0.0
CURSORY INSPECTIONS	432.00	0.4
HAZ MATERIALS RESPONSE	440.00	0.4
PRISONER PROCESSING	1365.75	1.3
OTHER PRODUCTIVE	11140.25	10.6
TOTAL (PROD)	71300.57	67.5
ALL OTHER	33624.00	32.0
TOTAL	104924.57	100.0
ROUTINE REPORTING	5901.98	

TOTAL NUMBER	
DUI CITATIONS	1137
SAFETY PROGRAM	55
TCR	1809
ACC REPORT (62%)	4283
OT HOURS	0
COMP TIME (0%)	4941
VEH. INSPECTED	22872
VEH. IN VIOLATION	11116
% OF VEH IN VIO.	48.6
-1000 ACC. INV.	1251
FELONY	0
MISDEMEANOR	0
AUTO THEFT:	
ASSISTS	11
VEH. INSPECTIONS	314
BUSINESS INSP.	7

VIOLATION REPORTS		
PATROLLING	7624	37.6
RADAR	5945	29.3
VASCAR	2060	10.1
AIRCRAFT	809	3.9
SAFETY CHECK	140	0.6
SUB-TOTAL	16578	81.9
ACC CITATIONS	3661	18.0
TOTAL	20239	100.0
WARNING TICKETS	2277	
HVPT	13900	(68%)
OPTIONAL FIELD 1	92	

ACCIDENT SUMMARY																																																																									
<table style="width: 100%; border-collapse: collapse;"> <tr> <td>PRIVATE PROPERTY.....</td> <td style="text-align: right;">527</td> </tr> <tr> <td>ANIMAL.....</td> <td style="text-align: right;">286</td> </tr> <tr> <td>TOTAL CITATIONS.....</td> <td style="text-align: right;">20971</td> </tr> <tr> <td>WRN TKTS(ACC CAUS FACT)</td> <td style="text-align: right;">542</td> </tr> <tr> <td colspan="2">ECONOMIC IMPACT (NSC FIG.1-89)</td> </tr> <tr> <td>45 FTL X 240000=\$</td> <td style="text-align: right;">10800000</td> </tr> <tr> <td>1446 INJ X 9200=\$</td> <td style="text-align: right;">13303200</td> </tr> <tr> <td>3828 PD X 1200=\$</td> <td style="text-align: right;">4593600</td> </tr> <tr> <td colspan="2">-----</td> </tr> <tr> <td>5319 TOTALS \$</td> <td style="text-align: right;">28,696,800</td> </tr> </table>	PRIVATE PROPERTY.....	527	ANIMAL.....	286	TOTAL CITATIONS.....	20971	WRN TKTS(ACC CAUS FACT)	542	ECONOMIC IMPACT (NSC FIG.1-89)		45 FTL X 240000=\$	10800000	1446 INJ X 9200=\$	13303200	3828 PD X 1200=\$	4593600	-----		5319 TOTALS \$	28,696,800	<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="4" style="text-align: center;">ACCIDENT CAUSAL FACTORS</th> </tr> <tr> <th style="text-align: left;">FACTORS</th> <th style="text-align: right;">#</th> <th style="text-align: right;">%</th> <th style="text-align: right;">CIT</th> </tr> </thead> <tbody> <tr> <td>COLD REPOR</td> <td style="text-align: right;">876</td> <td style="text-align: right;">16.5</td> <td style="text-align: right;">1</td> </tr> <tr> <td>INAT DRVNG</td> <td style="text-align: right;">870</td> <td style="text-align: right;">16.4</td> <td style="text-align: right;">592</td> </tr> <tr> <td>EX SAF SPD</td> <td style="text-align: right;">820</td> <td style="text-align: right;">15.4</td> <td style="text-align: right;">413</td> </tr> <tr> <td>DUI/DWI</td> <td style="text-align: right;">374</td> <td style="text-align: right;">7.0</td> <td style="text-align: right;">1172</td> </tr> <tr> <td>ALL OTHERS</td> <td style="text-align: right;">301</td> <td style="text-align: right;">5.7</td> <td style="text-align: right;">406</td> </tr> <tr> <td>ANIMAL</td> <td style="text-align: right;">286</td> <td style="text-align: right;">5.4</td> <td style="text-align: right;">0</td> </tr> <tr> <td>EX LAW SPD</td> <td style="text-align: right;">268</td> <td style="text-align: right;">5.0</td> <td style="text-align: right;">8810</td> </tr> <tr> <td>FOL TO CLS</td> <td style="text-align: right;">226</td> <td style="text-align: right;">4.2</td> <td style="text-align: right;">398</td> </tr> <tr> <td>YLD ROW</td> <td style="text-align: right;">176</td> <td style="text-align: right;">3.3</td> <td style="text-align: right;">206</td> </tr> <tr> <td>REMAINDER</td> <td style="text-align: right;">1122</td> <td style="text-align: right;">21.0</td> <td style="text-align: right;">2822</td> </tr> <tr> <td style="text-align: center;">TOTAL(ACC CAUS FACT)</td> <td style="text-align: right;">14820</td> <td></td> <td></td> </tr> </tbody> </table>	ACCIDENT CAUSAL FACTORS				FACTORS	#	%	CIT	COLD REPOR	876	16.5	1	INAT DRVNG	870	16.4	592	EX SAF SPD	820	15.4	413	DUI/DWI	374	7.0	1172	ALL OTHERS	301	5.7	406	ANIMAL	286	5.4	0	EX LAW SPD	268	5.0	8810	FOL TO CLS	226	4.2	398	YLD ROW	176	3.3	206	REMAINDER	1122	21.0	2822	TOTAL(ACC CAUS FACT)	14820		
PRIVATE PROPERTY.....	527																																																																								
ANIMAL.....	286																																																																								
TOTAL CITATIONS.....	20971																																																																								
WRN TKTS(ACC CAUS FACT)	542																																																																								
ECONOMIC IMPACT (NSC FIG.1-89)																																																																									
45 FTL X 240000=\$	10800000																																																																								
1446 INJ X 9200=\$	13303200																																																																								
3828 PD X 1200=\$	4593600																																																																								

5319 TOTALS \$	28,696,800																																																																								
ACCIDENT CAUSAL FACTORS																																																																									
FACTORS	#	%	CIT																																																																						
COLD REPOR	876	16.5	1																																																																						
INAT DRVNG	870	16.4	592																																																																						
EX SAF SPD	820	15.4	413																																																																						
DUI/DWI	374	7.0	1172																																																																						
ALL OTHERS	301	5.7	406																																																																						
ANIMAL	286	5.4	0																																																																						
EX LAW SPD	268	5.0	8810																																																																						
FOL TO CLS	226	4.2	398																																																																						
YLD ROW	176	3.3	206																																																																						
REMAINDER	1122	21.0	2822																																																																						
TOTAL(ACC CAUS FACT)	14820																																																																								
BREAKDOWN OF REMAINING ACCIDENT CAUSAL FACTORS																																																																									
<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">FACTORS</th> <th style="text-align: right;">#</th> <th style="text-align: right;">%</th> <th style="text-align: right;">CIT</th> </tr> </thead> <tbody> <tr> <td>IMP BACK</td> <td style="text-align: right;">165</td> <td style="text-align: right;">3.1</td> <td style="text-align: right;">182</td> </tr> <tr> <td>WRNG SD RD</td> <td style="text-align: right;">157</td> <td style="text-align: right;">3.0</td> <td style="text-align: right;">178</td> </tr> <tr> <td>IMP L TURN</td> <td style="text-align: right;">144</td> <td style="text-align: right;">2.7</td> <td style="text-align: right;">180</td> </tr> <tr> <td>DRV ASLEEP</td> <td style="text-align: right;">138</td> <td style="text-align: right;">2.6</td> <td style="text-align: right;">90</td> </tr> <tr> <td>DEFECT VEH</td> <td style="text-align: right;">121</td> <td style="text-align: right;">2.3</td> <td style="text-align: right;">260</td> </tr> <tr> <td>LANE VIOL</td> <td style="text-align: right;">97</td> <td style="text-align: right;">1.8</td> <td style="text-align: right;">201</td> </tr> <tr> <td>O TRAF DEV</td> <td style="text-align: right;">67</td> <td style="text-align: right;">1.3</td> <td style="text-align: right;">393</td> </tr> <tr> <td>IMP PASSNG</td> <td style="text-align: right;">63</td> <td style="text-align: right;">1.2</td> <td style="text-align: right;">341</td> </tr> </tbody> </table>	FACTORS	#	%	CIT	IMP BACK	165	3.1	182	WRNG SD RD	157	3.0	178	IMP L TURN	144	2.7	180	DRV ASLEEP	138	2.6	90	DEFECT VEH	121	2.3	260	LANE VIOL	97	1.8	201	O TRAF DEV	67	1.3	393	IMP PASSNG	63	1.2	341	<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">FACTORS</th> <th style="text-align: right;">#</th> <th style="text-align: right;">%</th> <th style="text-align: right;">CIT</th> </tr> </thead> <tbody> <tr> <td>PARK VIOL</td> <td style="text-align: right;">50</td> <td style="text-align: right;">.9</td> <td style="text-align: right;">46</td> </tr> <tr> <td>O IMP TURN</td> <td style="text-align: right;">48</td> <td style="text-align: right;">.9</td> <td style="text-align: right;">234</td> </tr> <tr> <td>STOP SIGN</td> <td style="text-align: right;">28</td> <td style="text-align: right;">.5</td> <td style="text-align: right;">241</td> </tr> <tr> <td>PED VIOL</td> <td style="text-align: right;">18</td> <td style="text-align: right;">.3</td> <td style="text-align: right;">15</td> </tr> <tr> <td>SIG VIOL</td> <td style="text-align: right;">11</td> <td style="text-align: right;">.2</td> <td style="text-align: right;">199</td> </tr> <tr> <td>IMP LIGHT</td> <td style="text-align: right;">7</td> <td style="text-align: right;">.1</td> <td style="text-align: right;">240</td> </tr> <tr> <td>SPIILL LOAD</td> <td style="text-align: right;">5</td> <td style="text-align: right;">.1</td> <td style="text-align: right;">0</td> </tr> <tr> <td>IMP LOAD</td> <td style="text-align: right;">3</td> <td style="text-align: right;">.1</td> <td style="text-align: right;">22</td> </tr> </tbody> </table>	FACTORS	#	%	CIT	PARK VIOL	50	.9	46	O IMP TURN	48	.9	234	STOP SIGN	28	.5	241	PED VIOL	18	.3	15	SIG VIOL	11	.2	199	IMP LIGHT	7	.1	240	SPIILL LOAD	5	.1	0	IMP LOAD	3	.1	22
FACTORS	#	%	CIT																																																																						
IMP BACK	165	3.1	182																																																																						
WRNG SD RD	157	3.0	178																																																																						
IMP L TURN	144	2.7	180																																																																						
DRV ASLEEP	138	2.6	90																																																																						
DEFECT VEH	121	2.3	260																																																																						
LANE VIOL	97	1.8	201																																																																						
O TRAF DEV	67	1.3	393																																																																						
IMP PASSNG	63	1.2	341																																																																						
FACTORS	#	%	CIT																																																																						
PARK VIOL	50	.9	46																																																																						
O IMP TURN	48	.9	234																																																																						
STOP SIGN	28	.5	241																																																																						
PED VIOL	18	.3	15																																																																						
SIG VIOL	11	.2	199																																																																						
IMP LIGHT	7	.1	240																																																																						
SPIILL LOAD	5	.1	0																																																																						
IMP LOAD	3	.1	22																																																																						
				TOTAL(OF ALL OTHER ACC CAUS FACT) 2822																																																																					

APPENDIX A

DETAILED DESCRIPTION OF CSP ACTIVITY SUMMARY

Miles Driven	Total miles driven by troopers in Patrol cars.	Alc Acc Reduc (Targ)	Normal DUI preventative patrolling on all targeted road segments. Includes any activities relating to this objective.
MLS Per Contact	Number of miles driven by troopers between contacts with motorists.	Alc Acc Reduc (Non-Targ)	Normal DUI preventative patrolling on all non-targeted road segments.
% Time PAT & SE	Percent of troopers' time spent on patrolling and on selective enforcement. Selective enforcement includes radar, vascar, aircraft, and safety checks.	Accident Investigation	Travel to and time spent at an accident, a hospital, a garage, or a morgue. Time spent on follow-up investigation is included in this time.
Enforcement Index	The number of Hazardous Violations Penalty Tickets divided by the number of injury accidents multiplied by the conviction rate (.90).	Accident Reporting	Time spent completing all accident related reports and investigative summaries.
Contacts	Total vehicles contacted and drivers licenses checked.	Motor Carrier Safety	Time spent inspecting commercial motor vehicles to insure that they meet strict federal safety standard guidelines.
Oral: Traffic	Number of warnings for traffic infractions which were issued verbally.	HAZ Materials	Time spent in the response, inspection, or cleanup of hazardous materials.
Assists	Total number of trooper assists.	Prisoner Pro- cessing	Time spent processing an arrest other than a DUI arrest.
All Other	Number of warnings issued for all other reasons.	Court	Time spent in pretrial conferences, court preparation, court appearances, and travel time for these activities.
Total	Sum of these three activities.	Other Productive	Time spent on ride, field, and office supervision, on education and safety, and on such activities as DUI processing, aircraft operation, and auto theft.
Time Distribution	Breakdown of trooper time by selected activity.	Total (Prod)	Summation of hours spent on previous 11 categories.
Hrs	Total number of trooper hours devoted to an activity.	All Other	Variety of activities not previously noted. Examples: dispatching, auto maintenance, warrant service, and gubernatorial security.
%	The percent of the troopers' total time devoted to an activity.		
Gen Acc Reduc (Targ)	Normal preventative patrolling on all targeted road segments. Includes any activities relating to this objective.		
Gen Acc Reduc (Non- Targ)	Normal preventative patrolling on all non-targeted road segments. Includes the time spent on paperwork while in the car on preventive patrolling.		

Violation Reports Patrolling	Citations issued by troopers. Number and percent of total citations issued by troopers while on general patrol.		where troopers gave a safety talk or instructions, or appeared on radio or tv.
Radar	Number and percent of total citations issued by troopers using radar equipment.	TCR	The number of Truck Contact Reports issued by the Patrol.
Aircraft	Number and percent of total citations issued by troopers using aircraft surveillance.	Acc Report (%)	The total number of accident reports. The percentage is the percent of accidents reported for which a ticket was issued.
Safety Checks	Number and percent of total citations issued by troopers during safety checks.	OT Hours	The total number of overtime hours logged by troopers.
Sub-Total	Sum of the number of citations issued during patrolling with the use of radar, vascar, aircraft, and during safety checks.	Comp Time	The number of hours of compensated overtime. The percentage is the percent of overtime hours which were compensated.
Acc Citations	The total number of citations issued for accidents.	Veh Inspected	Number of vehicles inspected for adhering to certain safety standards.
Total	Grand total of all citations issued by the Patrol.	Veh in Violation	Number of vehicles failing to meet one or more equipment safety standards.
Warning Tickets	The total number of warning tickets.	% of Veh	Number of vehicles in violation divided by the number of vehicles inspected.
HVPT	The total number of Hazardous Violation Penalty Tickets. HVPT's are citations which contain at least one violation that could create a driving hazard.	In Violation	
		Felony	The number of felony arrests.
		Misdemeanor	The number of misdemeanor arrests.
Optional Field 1	Used to collect data to be used by management at the state level.	Auto Theft:	
Optional Field 2	Used to collect data to be used by management at the local level.	Assists	The number of assists provided by the Auto Theft Unit to law enforcement agencies or to other troopers.
DUI Citations	Total number of citations issued for Driving Under the Influence or Driving while Impaired.	Veh Inspected	The number of vehicles inspected by the Auto Theft Unit and by liaison officers.
Safety Programs	Total number of occasions	Bus Inspected	The number of businesses inspected for the Daily Records Law.

APPENDIX B

DETAILED DESCRIPTION OF CSP ACCIDENT SUMMARY

		Abbreviations of Accident Causal Factors	Description
Private Property	This is the total number of accidents reported as occurring on private property.	INAT DRVNG COLD REPOR	Inattentive to Driving Cold Report: An accident report filed by an individual involved in the accident, after the accident occurred and without investigation.
Animal	This is the total number of accidents involving an animal.		
Total Citations	This is the total number of tickets issued in this Patrol jurisdiction.	EX SAF SPD	Exceeding Safe Speed
WRN TKTS (Acc Caus Fact)	This is the total number of warning tickets that were issued for accident causal factors* on target roads only.	DUI/DWI	Driving Under the Influence/ Driving While Intoxicated
Economic Impact (NSC Figures)	This will take the number of fatal (FTL) accidents, the number of injury (INJ) accidents, and the number of property damage (PD) accidents and multiply each by the latest dollar figure published by the National Safety Council (NSC) to determine the cost to society for these motor vehicle accidents. The NSC bases these figures on averages throughout the nation.	YLD ROW FOL TO CLS EX LAW SPEED IMP L TURN DRV ASLEEP LANE VIOL ANIMAL DEFECT VEH IMP BACK O TRAF DEV WRNG SD RD IMP PASSNG O IMP TURN	Yield Right of Way Following Too Closely Exceeding Lawful Speed Improper Left Turn in Face of Approaching Traffic Drove While Asleep Lane Violation Animal Caused Defective Vehicle Improper Backing Disregard Other Traffic Control Device Wrong Side of Road Improper Passing Other Improper Turn
Factors	What the investigating trooper determines to be the actual cause of the accident.	STOP SIG PARK VIOL PED VIOL	Disregarded Stop Sign Parking Violation Pedestrian Violation
#	The number of accidents with this causal factor.	IMP LIGHT	Improper Vehicle Lighting
%	The percent of all accidents with this causal factor.	SPILL LOAD SIG VIOL	Spilling of Load Signaling Violation
CIT	The number of citations which were issued for this causal factor.	IMP LOAD	Improper Load

*The accident causal factor is what the investigating trooper determines to be the actual cause of the accident.