2024

Colorado State Patrol

**OUR FAMILY
PROTECTING
YOURS SINCE 1935**

ANNUAL
REPORT

COLORADO
Department of Public Safety

A Letter from the Chief

Colonel Matthew C. Packard
Chief, Colorado State Patrol

On behalf of the Colorado State Patrol, I am proud to share the 2024 CSP Annual Report, which highlights the accomplishments and challenges of our uniformed and professional staff in their pursuit of saving lives. Thank you for your interest in our organization, its members, and our life-saving mission.

This year's report serves as an accountability report on the status of our 2024 4DX breakthrough result and our 2024 Strategic Plan. In 2024, the Patrol adopted the 4DX tool agency-wide. With the entire agency dedicating its focus to a singular breakthrough goal, we set a goal of eliminating 7% of CSP Investigated Fatal Crashes by December 31, 2024. It was a year to learn the 4DX process and set our sights on a large, but important target.

As the calendar year closed, we achieved a decline in fatalities, albeit less than the targeted percentage. Yet, we accomplished a better understanding of how to narrow the focus of our goal in the coming years and set weekly commitments to bring even stronger results. We were successful in adopting the 4DX process and positively impacting our roadways.

In addition to 4DX, the Patrol identified 17 strategic goals based on our mission and vision to move us forward. This plan demonstrates the work done in each initiative under the Goals of Protect Life, Partnership Coordination, Professional Excellence, and Organizational Effectiveness.

As you view the following pages, I hope you enjoy learning more about the great work of these initiatives. Our members have made meaningful progress and a life-saving impact on the communities we serve. Thank you for your support and for practicing safe driving behaviors to help restore confidence and safety on our roadways.

Sincerely,

Mission

By adhering to our core values, we provide modern policing services for all persons to protect life, peace and property throughout Colorado.

Vision

To create a safer Colorado through strategic innovation led by an engaged and empowered membership that provides visible service.

Values

Deep within the strength of the Colorado State Patrol (CSP) are three Core Values: a small set of guiding principles which are essential and reflect the seven tenets attached to the CSP badge.

CHARACTER   INTEGRITY

KNOWLEDGE   JUDGMENT

HONOR   LOYALTY

COURTEOUS BUT FIRM

Core Values

Honor - *The essence of a person's veritable integrity based on the representation of moral character and ethical actions.*

Duty - *Dedication of moral commitment to a mission that involves sacrifice of immediate self-interest for the betterment of public safety in Colorado.*

Respect - *Conduct in accordance with honorable actions that reflect the highest regard for mission, self and others.*
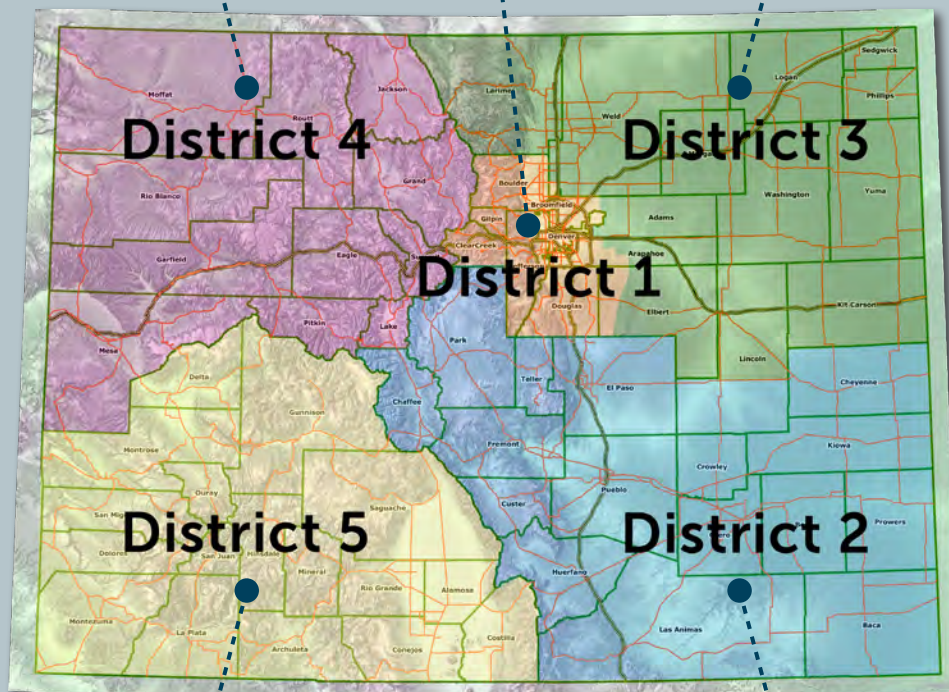
District 4

Eagle, Garfield, Grand, Jackson, Lake, Mesa, Moffat, Pitkin, Rio Blanco, Routt and Summit.

District 1

Adams, Arapahoe, Boulder, Broomfield, Gilpin, Clear Creek, Jefferson, Denver and Douglas.

District 3

Adams, Arapahoe, Elbert, Kit Carson, Larimer, Lincoln, Logan, Morgan, Phillips, Sedgwick, Washington, Weld and Yuma.

District 5

Alamosa, Archuleta, Conejos, Costilla, Delta, Dolores, Gunnison, Hinsdale, La Plata, Mineral, Montezuma, Montrose, Ouray, Rio Grande, Saguache, San Juan and San Miguel.

District 2

Baca, Bent, Chaffee, Cheyenne, Crowley, Custer, El Paso, Fremont, Huerfano, Kiowa, Las Animas, Otero, Park, Pueblo, Prowers and Teller.

Figure 1. CY 2020-2024 Fatal and Injury Crashes[1] Investigated by CSP Troopers.
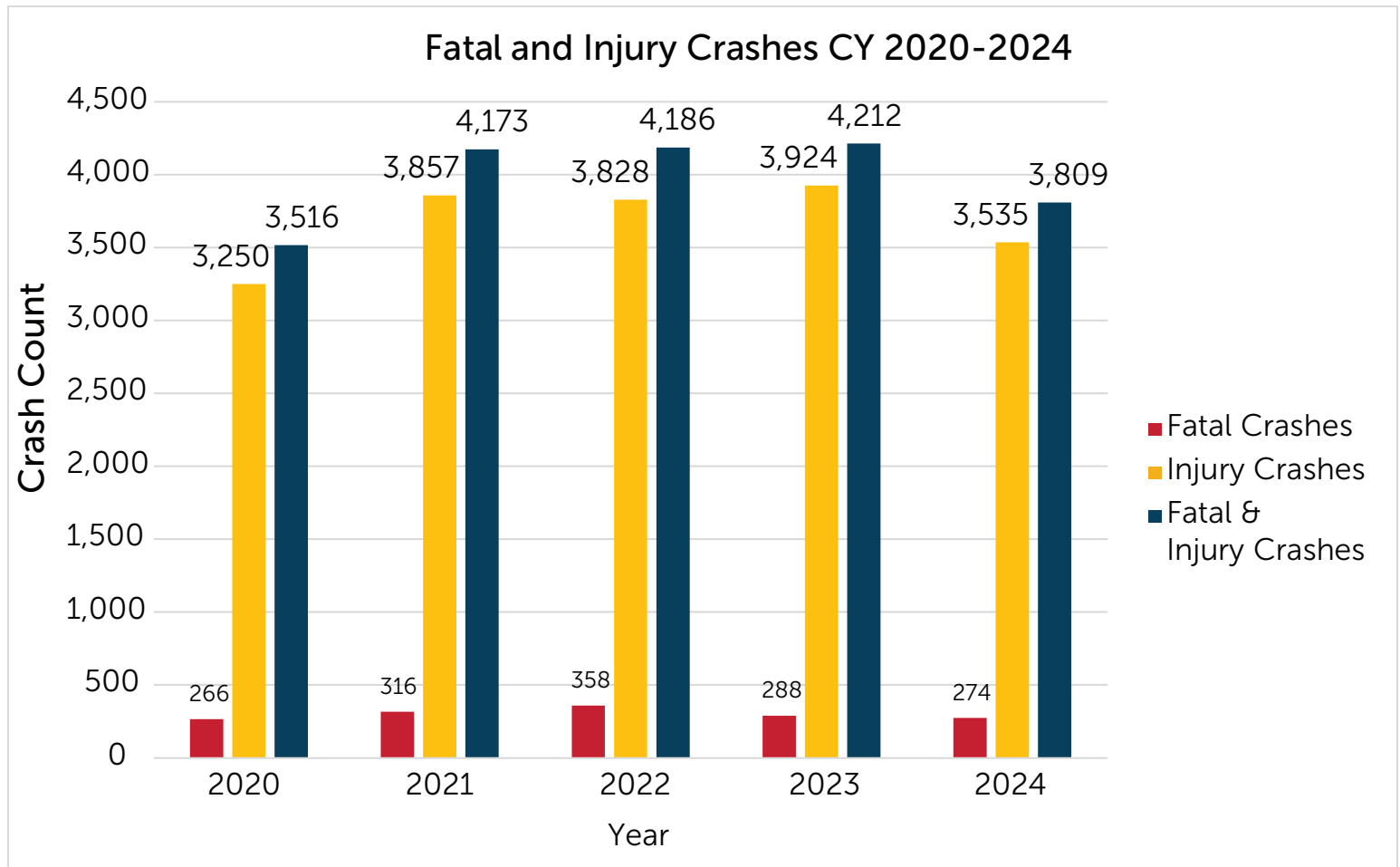
Fatal and Injury Crashes CY 2020-2024

[1]Fatal crash numbers are FARS countable fatal crashes only. FARS countable criteria exclude certain crashes such as medically caused or intentional acts like suicide. FARS fatal crashes retrieved from the FARS database. Injury crashes retrieved from the CSP Reporting Data Warehouse.

The loss of 300 lives in 2024 resulted from 274 crashes. The number of fatal crashes covered by CSP troopers during CY 2024 decreased by 6.5% from CY 2023.

Figure 2. CY 2020-2024 FARS Countable Fatal Crashes and Fatalities[2] Investigated by CSP Troopers.

FARS Fatal Crashes and Fatalities CY 2020-2024
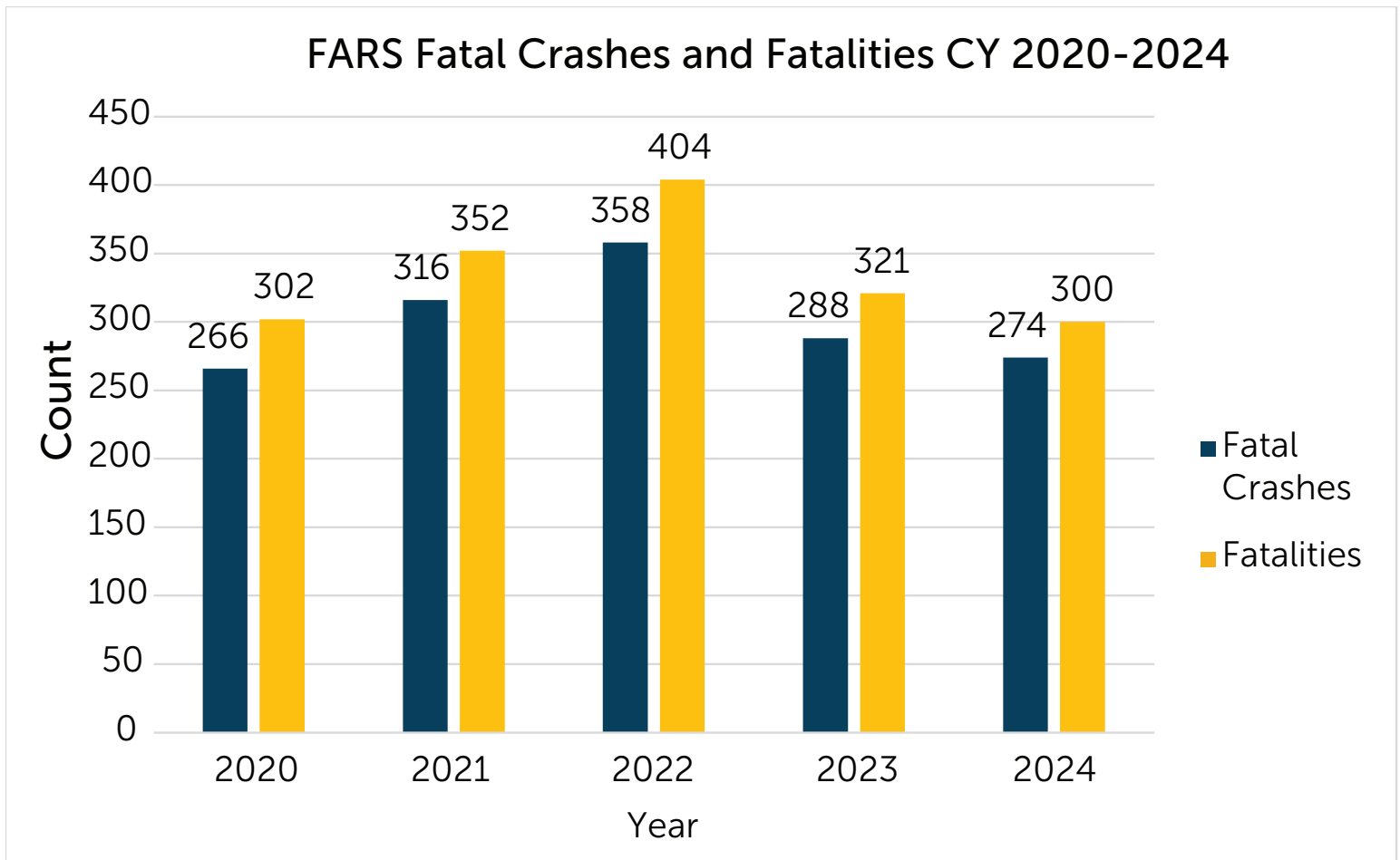
[2]Fatal crash and fatalities numbers retrieved from the FARS database.

The Colorado State Patrol covered 3,535 injury crashes in CY 2024, a decrease of 9.9% from CY 2023.

Figure 3. CY 2020-2024 Injury Crashes[3] Investigated by CSP Troopers.

Injury Crashes CY 2020-2024

2020: 3,250; 2021: 3,857; 2022: 3,828; 2023: 3,924; 2024: 3,535
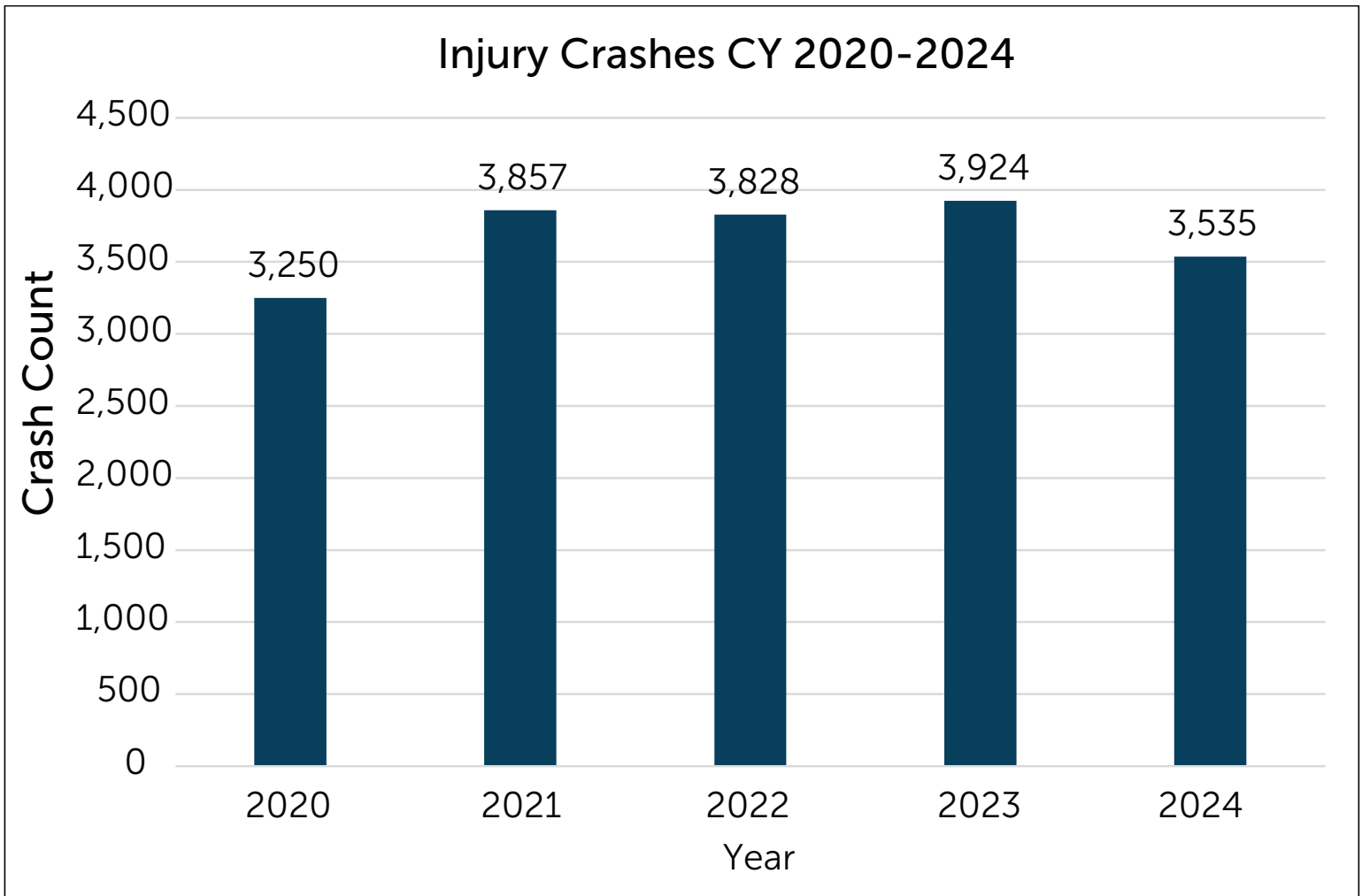
[3]Injury crashes retrieved from the CSP Reporting Data Warehouse.

A critical measure of the organization's impact on one of the deadliest driving behaviors is the number of crashes involving an impaired driver (DUI/DUID crashes). Between 2023 and 2024, DUI/DUID caused crashes decreased by 17.8%. In CY 2024, DUI/DUID caused crashes resulted in 505 injuries or fatalities.

Figure 4. CY 2020-2024 Impaired Driving (ACF D00/D01) Fatal and Injury Crashes[4] Investigated by CSP Troopers.

CSP Impaired Driving Fatal and Injury Crashes CY 2020-2024
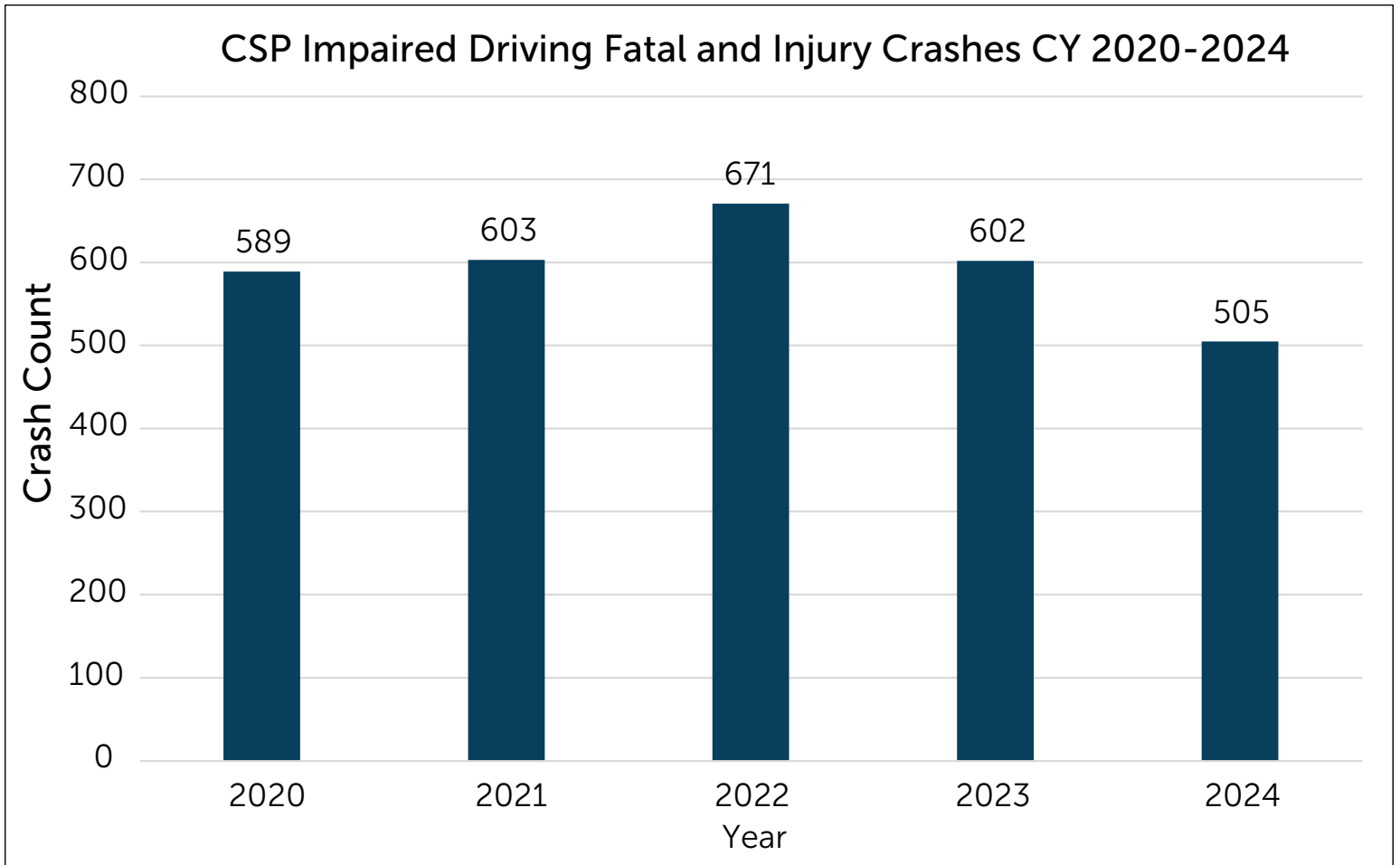
[4]Impaired Driving crash is defined as accident causal factor equal to D00 or D01. Fatal crash numbers are FARS countable fatal crashes only. FARS countable criteria exclude certain crashes such as medically caused or intentional acts like suicide. FARS fatal crashes retrieved from the FARS database. Injury crashes retrieved from the CSP Reporting Data Warehouse. Due to amended reports, statistics may differ from the prior year.

Multiple factors affect the safety of Colorado roadways, including population, number of licensed drivers, number of registered vehicles and traffic volume (vehicle miles traveled).

Table 1. CY 2019-2023 Traffic Safety Measures.

Note: Nationwide data from Federal Highway Administration (FHWA) is not complete through 2024. Therefore, this section only includes available data through 2023 and calculated estimates where needed.

Traffic Safety Measures						
Indicator		2019	2020	2021	2022	2023
Annual Vehicle Miles Traveled (AVMT)[5]	United States (Millions)	3,261,240	2,902,887	3,138,340	3,197,236	3,263,481
	Colorado (Millions)	54,044	47,176	53,191	53,837	55,014
	CSP Highways (Millions)[6]	33,390	29,616	33,156	33,317	33,716
	CSP Share of Colorado AVMT	61.8%	62.8%	62.3%	61.9%	61.3%
Registered Vehicles[7]	United States (Thousands)	276,491	275,936	282,215	283,401	Not Reported
	Colorado (Thousands)	5,412	5,351	5,096	5,117	Not Reported
Licensed Drivers[8]	United States (Millions)	228.7	228.2	232.8	235.1	235.5*
	Colorado (Thousands)	4,235	4,299	4,412	4,477	4,358*
Population[9]	United States (Thousands)	328,240	331,527	332,049	335,460	338,505
	Colorado (Thousands)	5,734.9	5,784.6	5,811.0	5,840.2	5,876.3

[5]United States and Colorado annual vehicle miles traveled (AVMT) sourced from FHWA Traffic Volume Trends, Changes on All Estimated Roads by Region and State downloaded on 1/14/2025 from
https://www.fhwa.dot.gov/policyinformation/travel_monitoring/tvt.cfm
Note: FHWA continuously revises AVMT when new data becomes available. This table uses the latest revision which may result in different AVMT numbers than the previous report.

[6]Colorado State Highway System only data (CSP highways) sourced from CDOT Online Transportation Information System (OTIS) Roadway Reports. Daily vehicle miles traveled (DVMT) on Colorado Highways data retrieved on 1/14/2025 from https://dtdapps.coloradodot.info/otis/Statistics. AVMT is calculated from DVMT by multiplying DVMT by 365. The following note is from the Roadway Statistics report. "Please Note: County and City roads are not included. These statistics apply to Colorado Highways only. These are Interstates, U.S. Highways, toll roads, and numbered Colorado Highways. DVMT represents all vehicles traveling on every highway segment, over an average day."

[7]Vehicle registration data sourced from Federal Highway Administration Highway Statistics Series, Section 7, Vehicles, State motor-vehicle registrations accessed on 1/14/2025 from https://www.fhwa.dot.gov/policyinformation/statistics.cfm

[8]Data sourced from Federal Highway Administration Highway Statistics Series, Section 6, Travelers (or System Users), Licensed drivers, by State, 1949-2022 accessed on 1/14/2025 from https://www.fhwa.dot.g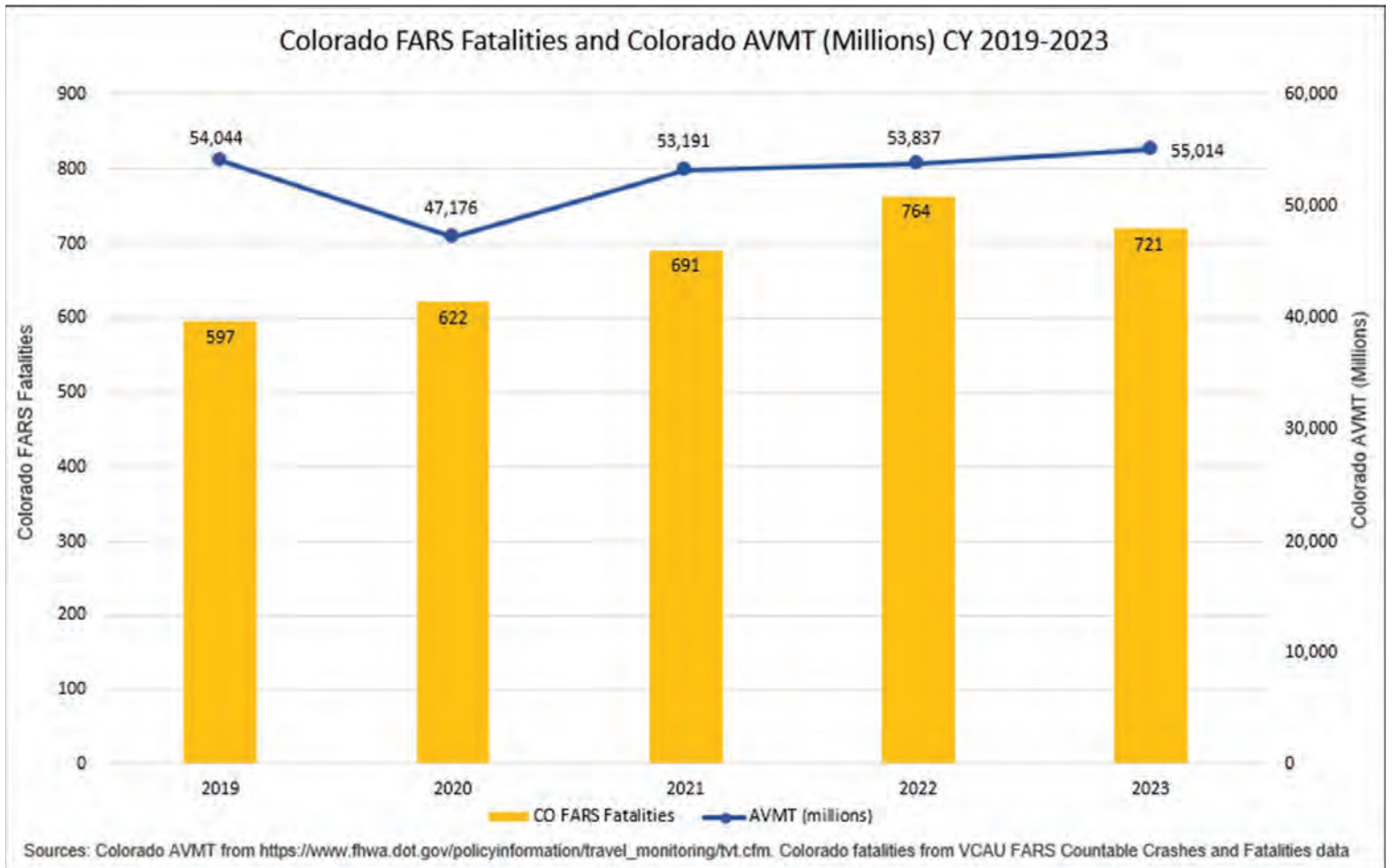ov/policyinformation/statistics.cfm. * Licensed drivers for 2023 section was not published when this report was completed. 2023 licensed drivers were estimated by multiplying the multi-year average of licensed drivers to total population by the 2023 population: For United States, 69.57% x 338,505,183 = 235,498,055 licensed drivers. For Colorado, 73.99% x 5,890,648 =4,358,688 licensed drivers.

[9]United States population data sourced from U.S. Census Bureau, National Population Totals and Components of Change, Annual Estimates of the Resident Population table accessed 1/14/2025 from https://www.census.gov/programs-surveys/popest/data/data-sets.html. Colorado population data sourced from Colorado State Demography Office accessed 1/14/2025 from https://demography.dola.colorado.gov/assets/html/population.html

The Colorado State Patrol evaluates the safety of Colorado roads by monitoring the fatality rate across the state. As indicated in the most recent available data (CY 2023), the State of Colorado saw a 2.1% increase in vehicle miles traveled with a 5.6% decrease in Colorado FARS Fatalities, making the Colorado fatality rate (1.31) which is greater than the national fatality rate of (1.26). This indicates that, on average, while Colorado drivers have slightly increased their miles traveled, driver behaviors or conditions leading to death continue to outpace the national average.

Figure 5. CY 2019-2023 Colorado FARS Countable Fatalities and Annual Vehicle Miles Traveled (AVMT).

Colorado FARS Fatalities and Colorado AVMT (Millions) CY 2019-2023

Sources: Colorado AVMT from https://www.fhwa.dot.gov/policyinformation/travel_monitoring/tvt.cfm. Colorado fatalities from VCAU FARS Countable Crashes and Fatalities data

Table 2. CY 2019-2023 Fatality Rates.

Colorado and United States Fatality Rate Per 100 Million AVMT					
Indicator	2019	2020	2021	2022	2023
CO AVMT (100 Million)	540.44	471.76	531.91	538.37	550.14
CO Fatalities	597	622	691	764	721
CO Fatality Rate[10]	1.10	1.32	1.30	1.42	1.31
US Fatality Rate[11]	1.11	1.34	1.37	1.33	1.26*

[10]Colorado annual vehicle miles traveled (AVMT) sourced from Federal Highway Administration (FHWA) Traffic Volume Trends, Changes on All Estimated Roads by Region and State downloaded on 1/14/2025 from https://www.fhwa.dot.gov/policyinformation/travel_monitoring/tvt.cfm. Note: FHWA continuously revises AVMT when new data becomes available. This table uses the latest revision which may result in different AVMT numbers, and therefore different fatality rates, than the previous report. Fatality rate is number of fatalities divided by AVMT (100 million). Colorado FARS Fatalities comes from FARS Countable Crashes and Fatalities Tableau Dashboard accessed 1/14/2025 from https://tableau.state.co.us/t/CDPS_CSP/views/FARSCounts2023/FARSCountableCrashesandFatalities.

[11]Source: National Highway Traffic Safety Administration (NHTSA), Summary Data, Fatalities per 100 Million Vehicle Miles Traveled accessed on 1/14/2025 from https://www-fars.nhtsa.dot.gov/Main/index.aspx. *2023 estimated fatality rate from NHTSA report accessed on 1/14/2025 from https://www.nhtsa.gov/press-releases/2022-traffic-deaths-2023-early-estimates.

In CY 2024, troopers responded to 3,809 fatal and injury crashes. The top causal factor was lane violations, followed by exceeding safe/legal speed, inattentive to driving and finally, driving under the influence of alcohol or drugs.

Table 3. CY 2020-2024 Fatal and Injury Crashes by Top Accident Causal Factor (ACF)[12]

CY 2020 – CY 2024 Fatal and Injury Crashes (Investigated by CSP Troopers) Crash Causal Factor										
	CY 2020		CY 2021		CY 2022		CY 2023		CY 2024	
Crash Causal Factor	Crashes	% of total	Crashes	% of total	Crashes	% of total	Crashes	% of total	Crashes	% of total
Inattentive to Driving	563	16.01%	659	15.79%	612	14.62%	582	13.82%	551	14.47%
Exceeding Safe/Legal Speed	594	16.89%	620	14.86%	640	15.29%	685	16.26%	567	14.89%
DUI/DUID Caused	589	16.75%	603	14.45%	666	15.91%	589	13.98%	505	13.26%
Lane Violations	452	12.86%	612	14.67%	636	15.19%	633	15.03%	577	15.15%
Failure to Yield Right of Way	215	6.11%	362	8.67%	365	8.72%	374	8.88%	324	8.51%
All ACFs Not Above	1,103	31.37%	1,317	31.56%	1,267	30.27%	1,349	32.03%	1,285	33.74%
Total Fatal and Injury Crashes	3,516		4,173		4,186		4,212		3,809	

[12]Fatal crash numbers are FARS countable fatal crashes only. FARS countable criteria exclude certain crashes such as medically caused or intentional acts like suicide. FARS fatal crashes retrieved from the FARS database. Injury crashes retrieved from the CSP Reporting Data Warehouse.

Reduce Fatal Driver Actions

District 1 members' primary goal in 2024 was to eliminate 7% of District 1 investigated fatal crashes from 58 to 54 by December 31, 2024. Each troop office within District 1 had a different wildly important goal associated with this. Troop 1C's goal was to increase the reactive/proactive DUI ratio from 1:1.07 to 1:1.28. Troop 1C achieved this goal and ultimately achieved a ratio of 1:2.29. Troop 1A aimed to reduce fatal crashes on their troop's targeted roadways by 12% in 2024. Troop 1A succeeded and had a 44% reduction in fatal crashes on the targeted roadways. Troop 1D focused on reducing their fatal crashes by 7%. Unfortunately, Troop 1D experienced an increase in fatal crashes during the 2024 calendar year. This was not due to a lack of work ethic or achieving their team commitments.

In 2024, District 1 led the state in removing impaired drivers and covered 39% of the crashes investigated by the Patrol. Additionally, District 1 members contacted over 45,000 motorists alone, which accounts for over 21% of all CSP traffic contacts statewide. During 2024, District 1 members regularly provided resources to the Executive Security Branch to safely manage all large-scale protests.

Additionally, District 1 members continually supported the Training Services Branch with training Cadet Trooper Academy classes. These accomplishments result from our members holding themselves accountable to the goals they set to ensure they were working toward saving lives. Regardless of staffing levels, members increased manpower through grant-funded overtime and ensured they focused their enforcement efforts on targeted roadways. In 2025, District 1 members have committed to protecting life by decreasing 2025 District 1 impaired driving caused fatal and SBI crashes. This will be accomplished by members increasing their effective visibility and focusing enforcement efforts on impaired driving. District 1 will continue to use data and intelligence provided by the Vehicle Crime Analysis Unit to more precisely deploy resources to save lives.

District 1 intends to continue leading the state in removing impaired drivers from Colorado roadways. With the mission of saving lives at the forefront, District 1 will continue supporting missions for the Executive Security and Training Services Branches.

Reduce Fatal Driver Actions

For 2024, District 2 tackled the statewide WIG of reducing fatal crashes by 7% and set a secondary WIG with a very lofty goal of reducing impaired driving crashes by 20%. Our daily District mission was to patrol with a purpose, focusing on reducing the number of lives lost due to fatal crashes on our roadways from 62 to 58. This goal was achievable, and our members worked diligently toward a win. Unfortunately, we missed our objective, ending the year with 64 fatal crashes.

Despite missing the mark on our primary objective, District 2's overall impaired driving crashes (all types) decreased by 13%. Our proactive efforts to remove impaired drivers from our roadways increased by 21%, a significant accomplishment for the troops and leadership of the District. This WIN was attributed to increasing training opportunities to enhance confidence in the detection and apprehension of impaired drivers, along with opportunities to conduct joint enforcement missions with our partner agencies and the statewide DUI team.

In addition, the ability to engage with our communities and our partner agencies throughout the district remained a priority to ensure we continue to give back and remain vested in providing that positive influence for our noble profession. We had high visibility and a strong community impact at safety events, local fairs, school events, holiday gift drives, and Special Olympics Colorado.

Reduce Fatal Driver Actions

The District 3 goal was to reduce annual District 3 investigated fatal crashes from a five-year rolling average of 77 to no more than 72. We met this goal by prioritizing quality proactive traffic stops on designated highways.
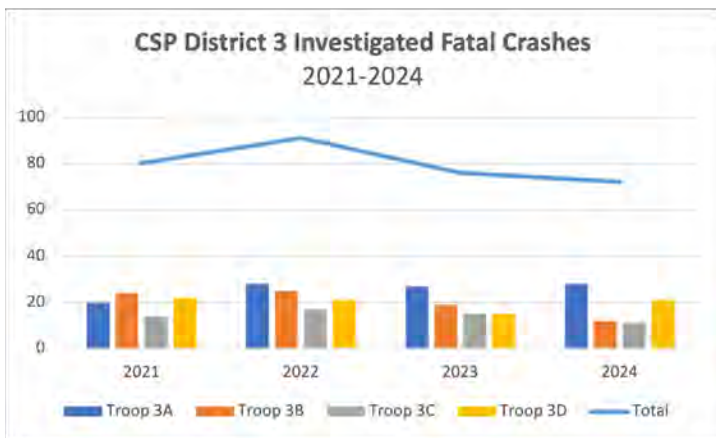
District 3's most favorable result occurred in Troop 3B, where troopers achieved a 47% reduction in fatal crashes compared to the previous three-year average. Troop 3B achieved this result by increasing the rate of proactive traffic stops on five designated secondary state highways (H34, H71, H6, H63, and H138). These highways were places where the overall frequency of crashes was comparatively low, but where the severity of crashes was comparatively high. During 2024, Troop 3B increased proactive traffic stops on these five highways by 62% compared to the previous two-year average and reduced the combined rate of fatal crashes on these highways from 7.75 per year (2020-2023) to one per year.

Troop 3C achieved a 28% reduction in CSP-investigated crashes compared to the previous three-year average. This favorable result coincided with a 149% increase in proactive

traffic stops on Highway 287, and a 315% increase in proactive traffic stops on Highway 34. Prior to 2024, these highways had a combined annual fatal crash rate of 3.75 per year; during the first part of 2024, both highways were on track to have an even worse safety profile. However, deliberate increases in enforcement activity resulted in zero fatal crashes on either of these highways during the fourth quarter of 2024.

During the first half of 2024 in Troop 3A, Weld County communities were startled by five CSP-investigated fatal crashes on Highway 85. However, during the second half of the year, and with significant assistance from Troop 3C and Troop 3D, Troop 3A increased the monthly rate of Highway 85 proactive traffic stops from 277 per month to 632 per month. This effort resulted in zero fatal crashes on Highway 85 during the second half of the year, the longest streak since 2021. Unfortunately, improvements in Weld County were significantly offset by a steep drop in enforcement activity and a coinciding increase in fatal crashes on Highway 392.

Finally, Troop 3D is responsible for more than 150 miles of Interstate 70, which crosses five counties between the Denver metro area and Kansas. Troop 3D dedicated significant attention to I-70 in 2024, and upped its annual rate of I-70 proactive stops by 37%. This investment was not enough to slow the tide of I-70 fatal crashes in 2024, but District 3 is optimistic that the delayed effects of Troop 3D's 2024 effort will result in safer travel conditions on I-70 in the eastern plains in 2025 and beyond.

Reduce Fatal Driver Actions

District 4's Wildly Important Goal (WIG) for 2024 was to eliminate 7% of its investigated fatal crashes compared to the 5-year adjusted average. This equated to reducing District 4's investigated fatal crashes from 36 to 33. Each troop had specific data-driven approaches to attaining their goals and contributing to the WIG.

Troop 4A notably reduced fatal crashes, decreasing from the five-year average of 11.2 to nine in 2024. This success occurred through targeted visibility during peak travel hours, utilizing Vehicular Crimes Analysis Unit data. The troop conducted 12 surge operations to address traffic issues like impaired and distracted driving. Their efforts improved highway safety, strengthened community partnerships, and garnered recognition at national and international levels.

Troop 4B made substantial progress in reducing head-on fatal crashes by over 50% and building stronger community relations through events like Coffee with a Cop. Despite tackling staffing challenges, they maintained public safety and reduced fatal crashes in key targeted zones. However, the troop's overall number of fatal crashes stood at 14 for the year.

Troop 4C successfully increased visibility on targeted roadways, leading to a 23% reduction in fatal crashes compared to 2023. The troop finished the year with 13. Despite initial setbacks, the troop's strategy of rotating its targeted roadways and boosting trooper visibility proved effective. Scheduling adjustments and directed proactive enforcement helped in achieving their reduction in fatal crashes.

District 4 did not achieve the 2024 4DX WIG overall. While we had some successes and failures as we progressed through 2024, the overall District 4 WIG was not accomplished. However, District 4 did realize a significant reduction in fatal crash counts over the last few years, reducing fatal crashes from 50 in 2022 and 42 in 2023 to 36 in 2024.

Reduce Fatal Driver Actions

Colorado State Patrol District 5 encompasses one of the larger land mass districts in the State of Colorado, spanning open valleys to the majestic mountain ranges of southwest Colorado. This area incorporates farming, ranching, and ski resorts. It is the only district in the state to represent the two indigenous tribes in Colorado, the Ute Mountain Ute and the Southern Ute Indian tribes.

During 2024, the overall goal for District 5 was to reduce fatal driver action crashes on all roadways within the district. The Colorado State Patrol is responsible for all state highways and county roads. In addition, we investigated fatal crashes that occurred on US Forest Service Roads and federal Bureau of Land Management roadways, as well as assisted with crashes on tribal lands.

District 5 succeeded in reducing fatal motor vehicle crashes and saving lives by showing an 18% reduction throughout the year. In addition, District 5 had a 23% reduction in all crashes investigated. This was accomplished through the dedicated efforts of each team across the

district, utilizing limited resources and creative initiatives to impact our fatal crash picture. Data-targeted enforcement, partnerships with other law enforcement agencies, and leaning on the members' strengths across the district led to this overall success.

Through the continued implementation of the 4DX principles, we established and maintained realistic expectations and developed creative ideas from our members. Member input was paramount to each team and troop leadership member for continued buy-in and dedicated purpose toward our agency's overall goal of saving lives on Colorado roadways.

COLORADO STATE PATROL
**DISTRICT 5 - TAMING THE WILD**

Increase Interdiction

The Colorado State Patrol Smuggling, Trafficking, and Interdiction Section (STIS) is entrusted with the all-hazards criminal interdiction of human trafficking, narcotics, currency, weapons, and terrorist/criminal activities on Colorado highways and roadways. The section is distributed statewide and consists of supervisors, investigators, and canine handlers. The canines in the section are trained in the detection of narcotics, specifically methamphetamine, cocaine, and heroin. Through coordinated enforcement efforts with local, state, federal, and tribal partners, along with the use of advanced technologies and databases, the section has made increasing its interdiction capabilities possible.

The largest increase in interdiction achieved by the section has been the seizure of illegal firearms and bulk cannabis. From 2023 to 2024, illegal firearms seizures increased by 173% (Figure 1), while bulk cannabis seizures increased by 58% (Figure 2). The seizure of fentanyl merits

recognition as well, which saw a 4% decrease from 2023 to 2024.

In addition to its operational tasks, the section provides advanced criminal interdiction training to partner law enforcement agencies and support personnel. The training is designed to enhance investigative techniques and outcomes. In 2024, over 500 individuals were provided with training in all-hazards criminal interdiction. This represents a commitment to improving public safety through purposeful educational initiatives.
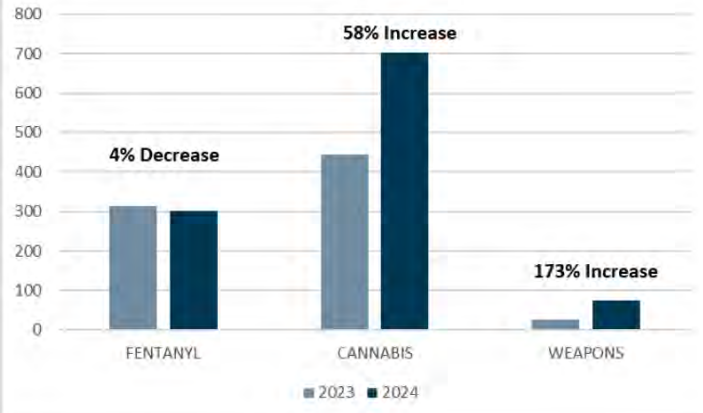
CSP Seizures (Fentanyl, Cannabis, Weapons), 2023 vs. 2024

SP Seizure Totals, 2023 vs. 2024 SEIZURE TYPE:	#OF SEIZURES	2023 JAN-DEC Seizures	#OF VS. SEIZURES	2024 JAN-DEC Seizures	% Change By Weight or Value
Cocaine - Pounds	22	479 LBS	43	229 LBS	-52%
Currency	14	$315,896.25	13	$232,522.00	-26%
Fentanyl - Pounds	43	313 LBS	30	301 LBS	-4%
Fentanyl - Pills*	18	9,503 PILLS	22	3,598 PILLS	-62%
All Guns	20	26 GUNS	40	75 GUNS	173%
Handgun		20 GUNS		55 GUNS	155%
Rifle | Shotgun		6 GUNS		20 GUNS	233%
Heroin - Pounds	11	21 LBS	7	2 LBS	-90%
Cannabis - Bulk | Concentrate | Plants - Pounds	8	444 LBS	17	702 LBS	58%
Cannabis - Vape Cartridges	1	10 CARTRIDGES	1	30 CARTRIDGES	200%
Meth - Pounds	71	501 LBS	88	285 LBS	-43%
Meth - Pills	0	0 PILLS	1	8 PILLS	100%
Liquid Meth - D/U	1	70 D/U	0	0 D/U	-9%

Decrease Auto Theft

The Auto Theft Intelligence Coordination Center's (ATICC) primary goal was to reduce auto theft in Colorado by 20% through a holistic approach. The Investigative Services Section (ISS) had eleven milestones for the 2024 strategic goal initiative.

One milestone was the Beat Auto Theft Through Law Enforcement (BATTLE) program that identified and engaged in motor vehicle theft operations in hot spot areas around the State. ISS conducted 305 proactive BATTLE operations in 2024, working with more than 50 partner agencies across Colorado. During these operations, the focus was on high-risk terrain areas identified through intelligence-led policing.

Another initiative focused on working with the Colorado Department of Transportation (CDOT) to streamline the automatic license plate reader (ALPR) permitting process. We added nine ALPR systems in strategic locations across the state. The Colorado State Patrol is now the first gateway for any agency submitting an ALPR permitting request for installation on CDOT right-of-way.

The Colorado District Attorney's Council (CDAC) completed a study on the best practices and feasibility of implementing a statewide dedicated automobile theft prosecution strategy with district attorney offices to address motor vehicle theft, especially for prolific and repeat offenders. The CDAC continues developing a dedicated prosecutor model focusing on motor vehicle theft offenders with funding from House Bill 1430.

ISS worked with the Victims Assistance Unit to increase the assistance offered to victims of motor vehicle theft. This included reactive reimbursements and proactive distribution of steering wheel locks, catalytic converter (CAT) labels, and CAT theft deterrent devices.

Finally, ISS developed and disseminated a best practices security guide for independent car dealers to proactively address motor vehicle theft with key stakeholders. We also improved public, victim and stakeholder outreach efforts on motor vehicle theft initiatives through participation in 28 public outreach events across the state. This included community events, safety fairs, car shows and Colorado Eagles games.

In conjunction with our BATTLE partners, ISS succeeded in our strategic goal, with a 26% reduction in motor vehicle thefts in Colorado as of December 31, 2024, compared to 2023.

Colorado Auto Theft Preliminary Yearly Comparison

Year	MVT Theft By Volume	MVT Theft Rate
2019	20,300	358
2020	28,292	489
2021	37,182	640
2022	41,656	713
2023	32,976	560
2024	24,469	413
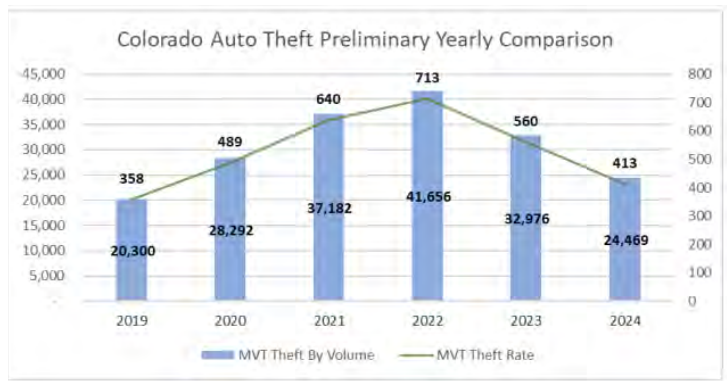
Strategic Communications & Outreach

Develop Local Community Outreach Strategy

For 2024, the Community Outreach Unit with the Office of Strategic Communications & Outreach was assigned an initiative to increase awareness of Community Outreach opportunities for Patrol members and their responsibility to report outreach events.

Over the past year, the team accomplished this initiative by assessing the current needs of front-line leaders for community outreach support and then provided opportunities for involvement. Some initiatives included regular articles in the internal newsletter, a widely publicized opportunity to work with the 2024 Youth Academy, a PILLAR certification course and a sponsored event in every District for increased visibility.

Community Outreach Results for 2024

Business Safety Talks
31 presentations
98 hours
4304 people reached

PILLAR Safety Presentations
113 presentations
144.24 hours
5782 students reached

Events attended
174 events
741.25 hours
167,169 people reached

The Youth Academy is a labor-intensive but highly impactful event. In 2024, it was compressed into 2.5 days, requiring dozens of Patrol members across the state to support as educators and chaperons. This event was successful with 28 Youth Academy students

representing every District. Finally, six members made a larger commitment to become certified PILLAR instructors so they could initiate educational presentations with local schools in the K-12 population.

Statewide

Boost Safety Service Partnerships

One of the key goals our organization takes great pride in is our ability to leverage and showcase the capabilities of our members in the communities we serve through our Partnership Coordination efforts. In 2024, our goal was to boost safety service partnerships within the Department of Public Safety (CDPS) and with the Colorado Department of Transportation (CDOT) to advance safety services within our communities. To do this, we took on a primary role in facilitating public safety concerns through collaborative monthly meetings focusing on ways to educate and inspire others to advance safety culture within communities across Colorado.

To achieve our goal, presentations, panel discussions and interviews with our media partners were provided during the 2024 Safety Summit in Colorado Springs. We focused on extreme driving behaviors that adversely impact motorists' ability to drive and feel safe when traveling on our roadways. These behaviors included an increase in calls for aggressive drivers, road rage incidents and menacing calls involving actual or simulated weapons. We also launched a multi-month "Keep Your Cool" public education campaign to combat these negative driving behaviors. Finally, we educated the public about *CSP so motorists could safely report aggressive driving incidents to troopers for investigation and potential accountability for drivers behaving in an unlawful and hostile manner. Ultimately, we received positive feedback and requests from the Summit attendees for additional presentations throughout the year.

As a result, our continuous involvement in these monthly meetings, the statewide stakeholder discussions with community leaders throughout the state in the fall, and our steadfast focus on leading these conversations helped us successfully meet our milestones for this strategic goal in 2024. These results have propelled the Colorado State Patrol forward as a driving force in developing the 2025 Strategic Highway Safety Plan for Colorado.

Training Services

Enhance Response Coordination

This initiative aimed to help the Colorado State Patrol coordinate and train with other law enforcement agencies to enhance policing services throughout the State of Colorado and to help decrease the gap in processes and approaches when the Colorado State Patrol works with partners. The desired outcomes for this initiative were to identify training disciplines in which the Colorado State Patrol could collaborate with other agencies, increase participation in training courses between the Colorado State Patrol and other law enforcement agencies, and increase ABLE training throughout the State of Colorado.

The Colorado State Patrol trained in multiple disciplines with other law enforcement agencies, including instructors from partner agencies teaching courses within our basic training academy and collaborative advanced training during our yearly in-service training for all troopers. Troops and Business Units throughout the Colorado State Patrol also collaborated with different partner agencies at their local levels to enhance local teamwork and foster new partnerships.

While we were successful with the overall initiative and goal of working with partner agencies to enhance policing services throughout Colorado, we were not successful with every milestone. Some original milestone deliverables were not sustainable as the year progressed. Some milestones were immediately obsolete upon development and/or completion due to the administrative nature of capturing the progress. Some of the original milestones were specific to collecting and reporting the total occurrences of collaboration and training.

For example, training and collaboration occur weekly. Hence, collecting and reporting data was always outdated, as the next collaboration of training occurred before it was reported through the strategic plan reporting process.

Communications Branch

Enhance Local Dispatch Services

The Communications Branch provides vital emergency support services 24/7, 365 days a year, to the public, the State Patrol, and numerous partner agencies across Colorado. With six strategically located communications centers (Denver, Lakewood, Pueblo, Montrose, Craig, and Alamosa), our dedicated Communications Officers play a crucial role in ensuring public safety and efficient emergency response.

2024 Wildly Important Goal (WIG):

- Increase Quality Assurance (QA) scores from 95% to 97.5%.
- Reduce the time to dispatch ("air") Road Rage and REDDI calls from 500 seconds to 60 seconds.

Strategies and Initiatives:

To achieve this ambitious goal, the Communications Branch implemented a multi-faceted approach:

- **Increased QA evaluations:** Significantly increased the number of QA evaluations conducted to provide more comprehensive feedback and identify areas for improvement.
- **Enhanced accountability:** Implemented weekly one-on-one meetings and regional manager huddles to foster communication, provide support, and ensure accountability for performance goals.
- **Targeted training:** Addressed specific QA issues and provided advanced CAD training with Motorola to enhance skills and knowledge related to dispatch systems.
- **Individualized coaching:** Provided individualized coaching for team members with lengthy "air" times to help them improve their performance and meet dispatch targets.
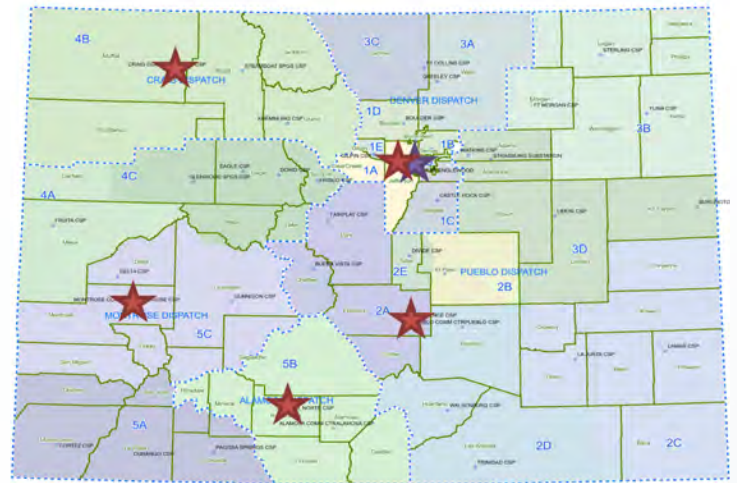
Results:

Ultimately the Communications Branch fell short of their goals in the year 2024. While we did not achieve our benchmarks, we made significant strides, and the momentum captures and the culture shift are considered, in large part, victories for the branch and the agency as a whole. The reasoning behind the shortcomings were two-fold. One, we set ambitious goals, were critical in our assessments, and kept our standards high to prioritize long-term gains instead of short-term wins. Two, our original goals were deemed "too winnable" and we increased both our QA goal and our Seconds to Air goals by 100%.

- **QA Scores:** Achieved an impressive 97.034% QA score, narrowly missing the 97.5% target.
- **Seconds to Air:** Dramatically reduced the average time to dispatch Road Rage and REDDI calls from 500 seconds to 96.2 seconds, demonstrating a substantial improvement in response times.

Strategic Communications & Outreach

Develop a Diverse Workforce Recruitment Strategy

For 2024, various initiatives were completed to reach diverse communities for future employment. Based on the Colorado Department of Local Affairs demographic information for the state from 2022 (most recently available data), the Colorado State Patrol's total applications heading into 2024 were already attracting diverse applicants with higher than statewide demographic percentages for each ethnicity, except Native Hawaiian or Pacific Islander and American Indian and Alaskan Natives.

To continue increasing the number of diverse applicants, recruiters attended eight career fairs specifically created for EDI recruiting and dozens of other events in geographic areas around the state and country. They also attended events designed to reach different ages and, therefore, different stages of a person's career and built relationships with military transition services. Seventy-five career fairs had recruiter participation in 2024.

We focused on using at least four platforms during open application periods to ensure a diverse recruiting approach. The Patrol entered into a linear and streaming TV advertising package with CBS for recruiting. In addition, we continued with heavy digital advertising, which is the preferred method for Asian and Latino ethnic groups and participating in law enforcement job boards. Diversification of where the Patrol advertised only increased its reach and the potential to be seen by people of differing backgrounds.

The initiative with the heaviest lift for 2024 was a rebranding and imagery refresh for all marketing materials. These assets were designed to reflect the communities we serve.

Strategic Communications & Outreach

Achieve Desired Staffing Levels

In order to locate and attract high-quality talent for all positions across the Patrol and support the rolling academy model for cadets, the Recruiting team implemented a grassroots approach. The majority of positions within the Patrol do not accept out-of-state applications, and with stark contrasts including lifestyle and cost of living, recruiters noted the value of pulling as many candidates from respective regions for career openings.

In addition to building a national event schedule for cadet application periods, the team's initiatives included developing five regional plans to attack the above goal. The plans included specific events, schools, businesses, and professional contacts that could be contacted in order to build relationships and future pipelines for candidates. This regional focus allowed recruiters the flexibility to identify new opportunities in each region while not losing sight of established resources.

While the recruiters visited all regions of the state and multiple states across the country throughout the year, the regional plans allowed them to hyper-focus on specific areas, ensuring no one region was overlooked for the entire year. Focusing on a region for a quarter provided adequate time to invest; however, a fifth region made the scheduling difficult. For 2025, the team has consolidated down to four regions, which will receive extra focus for a quarter of the year. The team reorganized each region's assigned quarter based on experiences and knowledge of annual events happening around the state as learned in 2024.

Last year, the team attended 77 job fairs and had face-to-face contact with 3,849 potential applicants. Twelve of the fairs were specific to equity, diversity, and inclusion. Aside from career events, they attended dozens of community outreach events known for high traffic and strong support of law enforcement. These events included car shows, touch-a-trucks, Fan Fest, or just impromptu visits to colleges or high schools. In 2024, the Port of Entry had the largest academy in its history while with the Patrol. In addition, this September, the Capitol Security Unit reported being fully staffed for the first time in three years. These are both regional-specific positions that applicants would not relocate for due to salary and disruption to personal life.

Continuing Education

Eliminate Roadside Struck-By Incidents

A responder struck-by incident is a collision between a motor vehicle in transit and a responder working a roadway incident, (which includes a stationary responder vehicle performing high visibility functions) and where this collision is required, by law, to be reported. A responder includes the responder themselves or as an occupant of a stopped response vehicle, or the unoccupied response vehicle itself (see below for definition of a responder).

Over the years, our troopers have been involved in multiple struck-by incidents, ranging from minor damage to their patrol vehicles to the loss of life. To achieve our goal of eliminating these incidents, we spent this last year focusing on training and equipment and working with our partner agencies to eliminate these incidents. Led by the Colorado State Patrol, the Governor's Task Force on Responder Safety was created in 2017 to encourage Colorado responders to pivot from individual agency response techniques (fire, enforcement, EMS, tow/recovery, utility, maintenance, and others), to training and working closely under "One Scene, One Culture". When responders act as one unified team to fulfill their areas of responsibility, they can skillfully clear the scene and get everyone off the road safely.

The Traffic Incident Management Team Workbook was created as a cooperative effort between the Colorado Department of Transportation's Division of Maintenance and Operations, Colorado State Patrol, and representatives from jurisdictions across Colorado. TIM Teams throughout Colorado are encouraged to use these workbooks as they continue to find ways to increase their effectiveness by focusing on shared goals including:

- Improve the safety of first responders, patients, and the general public during incident response.
- Explore strategies for minimizing the exposure of first responders to active traffic.
- Implement strategies through training, policy guidelines, procedural changes and TIM Plan updates; and
- Identify improvements to the physical infrastructure or programs that may reduce incident impacts on traffic.

Utilizing online training platforms and in-person training, we educated our troopers on the National Unified Goal (NUG) for TIMs, including responder safety, safe and quick clearance, interoperable communications, and proper use of the safety equipment issued to all troopers.

As a result, we have seen our struck-by incidents decline over the years. Although we did not achieve our goal of eliminating struck-by incidents in 2024, we have seen our struck-by incidents decline by 30% over five years. These results are encouraging, but they will continue to push us to make important and necessary changes to our training, equipment, and how we work with our partners on Colorado highways.

Wellness

Expand Wellness Program

To expand the program, the team set goals to research training and resources in the seven dimensions of wellness, create a wellness space at the academy, and present eight resiliency courses.

The CSP Wellness Team continued to offer relevant and successful training to all Patrol members while providing multiple proactive and reactive resources. The Wellness team exceeded the program goals by offering nine one-day resiliency and leadership courses across the state. The three-day Resilient Minds on the Front Lines class was offered twice. Through the Peace Officer Mental Health Grant (POMH) eight members attended two conferences to take time for their wellbeing. Members of the Wellness team also attended these conferences to learn about additional resources available to offer in the program. The wellness space is nearing completion. Trooper Wheeler and the team of Certified Row Testers oversaw almost 800 rowing fitness assessments during the first year of a new fitness assessment.

Program Milestones:
- 9 Leadership & Resiliency Classes
- 2 Resilient Minds on the Frontlines Course
- 3 Wellness challenges
  - Focused on social, career, and physical wellness
  - 45 members participated in the challenges
- 8 Members attended wellness conferences
- 797 members completed the 2,000-meter row assessment
- Wellness space nearing completion

This year, the program saw success by interacting with a majority of members through classes and fitness assessments. Attending wellness conferences and other networking opportunities enabled research of additional wellness resources. The program has a couple of areas that are awaiting completion. The wellness space will be completed in 2025.

Continuing Education

Develop a Holistic Leadership Training Curriculum

The Colorado State Patrol takes great pride in the professional development of our members. In 2024, we set a goal to develop a holistic training curriculum for current and future leaders of the organization that includes topics such as leadership, communication, emotional intelligence, and conflict mitigation strategies. This curriculum was set to be completed by July 2025. To achieve our goal, a leadership development committee was established to focus on the current needs of our leaders. This committee comprises 15 members in various roles and supervisory responsibilities across the State Patrol.

This committee dedicated hours to developing what is now known to the agency as the Colorado State Patrol's Cornerstones of Leadership. It has been determined that the Colorado State Patrol's leadership is built upon three crucial foundations: Trust, Balance, and Mindset, with Communication as an overarching component that encompasses them all.

Trust:

In leadership, trust is built on integrity, authenticity, character, credibility, accountability, honesty, and professionalism. When leaders exhibit these attributes consistently, they foster an environment where trust can flourish, leading to increased engagement, loyalty, and collaboration within their teams. You must build trust to be able to add value as a leader.

Mindset:

The mindset of a leader encompasses strong decision-making, ownership, growth, willingness, experience, knowledge, mentorship, and vision. This paves the way for effective leadership marked by strategic foresight, personal accountability, and a deep-seated commitment to driving collective achievement.

Balance:

Balanced leadership integrates personal traits and interpersonal skills such as humility, vulnerability, emotional intelligence, fortitude, self-awareness, passion, and resilience. This approach allows leaders to navigate complexities, make effective decisions, and achieve organizational objectives. Balance in leadership involves caring and compassionate leadership with a strong sense of purpose focused on overall members' well-being. It also includes building a strong culture of teamwork and bonded relationships.

Communication:

Effective communication is the cement that holds these foundations together. It serves as the common thread, binding the elements of trust, mindset, and balance into a cohesive and impactful leadership framework.

With the Cornerstones of Leadership, the Patrol is on track to meet the July 2025 goal to provide members with CSP-tailored career-building leadership training.

Continuing Education

Create Career Pathing Library

The Colorado State Patrol believes that the professional development of our staff is essential to achieve our mission and vision. In 2024, our goal was to create a career pathing library for all job classifications that can be a self-service tool accessed by members seeking promotion, transfer, or professional development by December 2024.

Working with multiple subject matter experts (SMEs) we have developed a comprehensive list of professional requirements, trainings, and recommendations for all members interested in furthering their professional development. This project will provide activities and training opportunities aimed at enhancing professional development for all members. Surveys were sent out to multiple leaders within the Colorado State Patrol. Data was collected that allowed for the creation of an academic and professional development catalog. This catalog will provide staff members easy access to a comprehensive list which can assist their career growth within

the State Patrol. Whether it's in their current role, a promotion within their unit or to an entirely different division, the objective is to provide learning opportunities that allow members to grow professionally and personally.

As a result, we have built a career pathing catalog that will assist members in furthering their professional development. This catalog will be housed on the State Patrol's Continuing Education intranet page. This catalog will also be updated on an annual basis to ensure accuracy. Members at all levels will have access to fully explore their career options and requirements of each position. Due to the complexity and size of the catalog, this goal was delayed as to ensure our members get the best and most accurate information available to them. In the end, we will be able to give our members access to information that they may not have been aware of in the in the past, which will allow them to fully explore and prepare for potential career opportunities.

Staff Services Branch

Provide Public Access to Foundational Policies & Data

The 2024 initiative to provide public access to foundational policies & data on the Colorado State Patrol's public-facing platform is intended to provide relevant, timely and accessible information to members of the public and key partners in public safety.

First, foundational CSP policies were identified. These include use of force, professional contacts and stops, member conduct complaints and administrative investigations, release and disposition of records, and body-worn cameras. Policies are linked to provide the most current revision and will be reviewed annually to allow for changes needed by the demand for relevant information.

The second half of the Strategic Plan initiative included public access to data on the CSP's public-facing platform. This is an extraordinary opportunity for our agency to share invaluable visual information that the CSP has gathered and analyzed over time. The Vehicular Crimes Analysis Unit (VCAU) developed a link

to interactive mapping software and data dashboards that provide a clear picture of the statewide CSP crash picture. The map dashboard contains CSP-investigated crashes from 2021 through the last updated date listed and traffic contacts through 2024. This dashboard is our best simple snapshot of the overall CSP crash picture, allowing for a detailed exploration of the underlying data.

While this Strategic Plan initiative will provide accountability under the goal of Organizational Effectiveness, it also delivers transparency to the public and external partners regarding operational policies and provides interactive, timely, and relevant data in an outward-facing platform. Improvements to the Colorado State Patrol's public-facing platform will be reviewed periodically to ensure optimal value is provided.

Policies

Use of Force

Broadly speaking, the use of force by law enforcement officers becomes necessary and is permitted under specific circumstances, such as in self-defense or in defense of another individual or group. View the Colorado State Patrol's (CSP's) Use of Force Policy.

View the Use of Force policy.

Professional Contacts and Stops

View the Colorado State Patrol's Policy regarding professional contacts and stops to understand more about establishing conduct that will gain respect and promote public safety while guiding the trooper through daily interactions to promote officer safety and professionalism.

View the Professional Contacts and Stops policy.

Member Conduct Complaints and Administrative Investigations

Read more about the Colorado State Patrol's policy providing guidelines for member conduct complaints and administrative investigations.

View the Member Conduct Complaints and Administrative Investigations policy.

Release and Disposition of Records

This Colorado State Patrol policy establishes guidelines and procedures for the release and maintenance of State Patrol records, and for their eventual disposition or disposal.

View the Release and Disposition of Records policy.

Body Worn Cameras

The purpose of this policy is to provide members with guidelines for the use of State Patrol-issued Body Worn Cameras(BWC. These guidelines include the camera function testing and operation, the responsibilities for the data identification and storage, the retrieval and review of digital recordings captured by the BWC, and the records administration of the audio-visual digital recordings.

View the Body Worn Cameras policy.

Strategic Planning

Implement Change Process Guide

CSP helps the public navigate changes in the field regularly and successfully. Whether the law, weather, construction, incidents, or events cause changes from known patterns, plans, decisions, and actions, CSP coordinates and prepares internal and external partners to inform the public of the changes and disruptions from the normal paths, requirements, and elements. CSP works with partners to learn the specifics and related requirements of the changes to design safe alternatives, identify communication opportunities with local contacts and media to deliver the message; and consider the equipment, tools, and resources needed to alert the public to the message through words on signs and in the media and visual cues like lights, barriers, and road markers.

The 2024 strategic plan launched an initiative to take the successes observed when navigating change in the field and widen those successes to the full organization when designing and implementing internal administrative changes. Initially, the initiative aimed to develop and implement a simple change process guide. However, while developing the change management process guide, the document evolved from a simple process guide to a larger curriculum document. The curriculum covers all scale levels of change, including small, team-centric efforts to significant, organization-wide, impactful transitions. Additionally, the curriculum includes common risks for change failures and ways to mitigate risk, outlining the process to launch change, facilitating accountability through action plans and performance metrics, analyzing change needs and requirements to develop effective design solutions, identifying internal and external partners, and gaining buy-in

for the change.

As the document evolved in scope from a process guide to a full curriculum, the deadline moved from the end of July to the end of December 2024. Furthermore, the 2025 strategic plan extended the initiative to achieve the original intent for tailored tools that enable the resources to be self-service tools for the smaller change efforts and structured, standardized materials to support the large, organization-wide transitions. In 2025, the curriculum will be transformed from a complex single document into a more user-friendly set of materials that include templates, tutorials, and instructional curricula tailored to the size of change efforts.
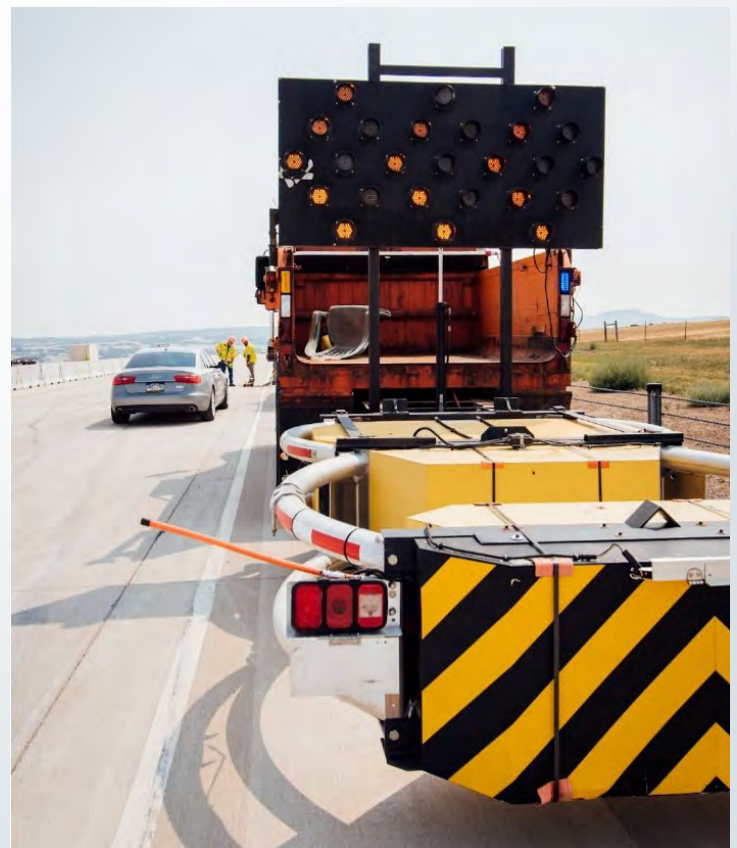
Professional Standards

Improve the Early Intervention System

What is the goal of the Professional Standards Section if it is not to see what cannot be seen and use predictive analytics to assist in shaping the culture of the Colorado State Patrol? One of these goals for the Professional Standards Section for 2024, was to Improve the Early Intervention System. The desired outcome of the Early Intervention System is to see what is not readily apparent in the day-to-day interactions with our members while flagging those behaviors and procedures that are outside of policy, the Code of Ethics, and our General Orders. Then, once identified, create a model that allows us to intervene early enough to make the necessary changes to their procedures before they generate negative outcomes.

This sounds pretty straightforward. However, the challenge lies in the bifurcated nature of the problem. On the one hand, we have the well-being of the members. In this manner, the Early Intervention System is used to identify those members of the Colorado State Patrol who are not coping sufficiently with the stresses of the job. The second component is the deviation from our policies, procedures, and Code of Ethics and the various ways we identify performance shortcomings in their core mission duties.

We identified the predictors currently not being tracked: overtime, critical incidents, missed administrative deadlines, and changes in behavior. In looking for a solution, there are many products on the market that are on the edge of collecting, analyzing and formulating useful results. We compared those metrics with Benchmark Analytics, Mindbase, and PowerDMS software solutions. Each of these programs has a model that is appealing; however, in the

analysis of these programs, we found challenges due to the fact that we utilize many different operating systems that are proprietary, and their program would have to interface with them to be viable. These challenges are being addressed but are at the leading edge of this workaround.

The second is streamlining the performance metrics used to generate alerts to the appointing authorities of our members. In working with the Executive Command Staff this year, along with members of the Early Intervention System Task Force, we stripped out what was cumbersome in the old system and focused on performance factors that are consistent predictors of negative outcomes. In doing so, we have simplified the process and ensured that the Early Intervention System remains CALEA compliant. This has immediately impacted focusing on those elements that warrant immediate intervention.

As we look to 2025, we will continue to innovate in this arena and will address the integration of mental health predictive models with performance predictive modeling. In the end, we will have an accurate and adaptable model that provides analytics in a timely manner to affect positive change in our members' performance and adherence to the culture and standards of the Colorado State Patrol.

Project Management

Complete eCitation Roadmap

The PMO identified its Wildly Important Goal (WIG) as a breakthrough result in formalizing a process for beginning projects at the CSP. The breakthrough is complete awareness of project needs and expected outcomes before formally starting a project.

The PMO 2024 4DX WIG consists of two sets of Lead Measures:

- From 0 to 3 Process Descriptions by 12/31/2024
- From 0 to 3 Process Automations by 12/31/2024

It was determined that the CSP is much more successful by first implementing 3 critical process steps:

1. Project REVIEW – Understand Basic Need for a Project (Why, What)
2. Project INTAKE – Understand Specifics to Design a Project (When, Where, How)
3. Project CHARTER – Formalize a Project to Start (Budget, Team, Approval)

2024 Outcome: The PMO Completed all three Process Descriptions (Review, Charter, Intake) and two of the three Process Automations.

What Remains: To finish the PMO 2024 4DX WIG, the 3rd Process Automation must be completed. This 3rd Process Automation is scheduled to be completed in March 2025. Utilizing the assistance of a Smartsheet Solutions Trainer and Consultant to assist the PMO in finalizing the WIG automation in the Smartsheet project management toolset.

FY 2024-2025 Budget
Total: $219,061,536

- ■ General Fund
- ■ Highway User's Tax Fund
- ■ Cash & Other Reappropriated Funds
- ■ Grants Fund
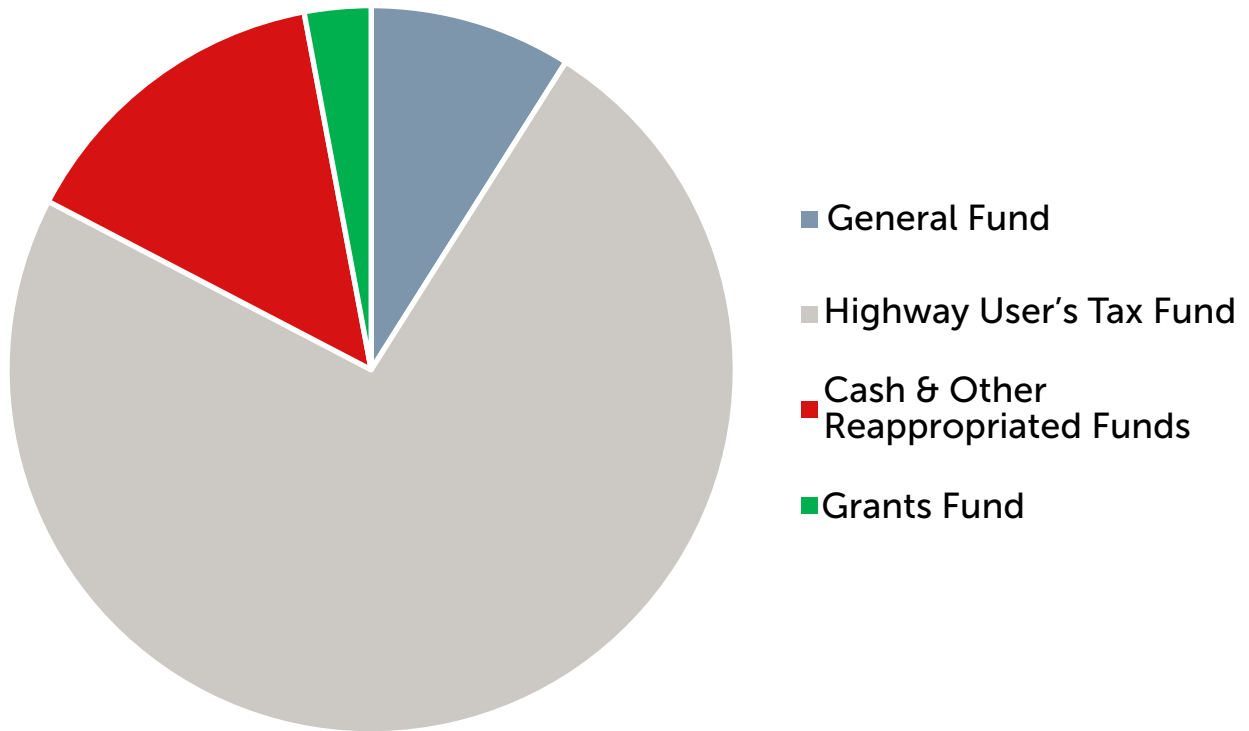
Colorado State Patrol Operating Appropriation					
Period	General Fund	HUTF	Other	Total Appropriation		
				Total Budget	Percent Change	FTE
FY 2019-20	$6,835,695	$135,667,975	$33,261,728	$175,765,398	7.3%	1,163.3
FY 2020-21	$6,984,596	$136,930,621	$32,229,072	$176,144,289	0.2%	1,165.3
FY 2021-22	$6,724,104	$145,576,865	$33,821,903	$186,122,8725	.7%1	,167.3
FY 2022-23	$10,795,170	$142,700,796	$33,634,551	$187,130,5170	.5%1	,222.2
FY 2023-24	$11,999,886	$152,336,836	$39,155,698	$203,492,4209	.3%1	,238.6
FY2024-25	$19,665,969	$161,383,861	$38,011,706	$219,061,536	17.1%1	,244.8

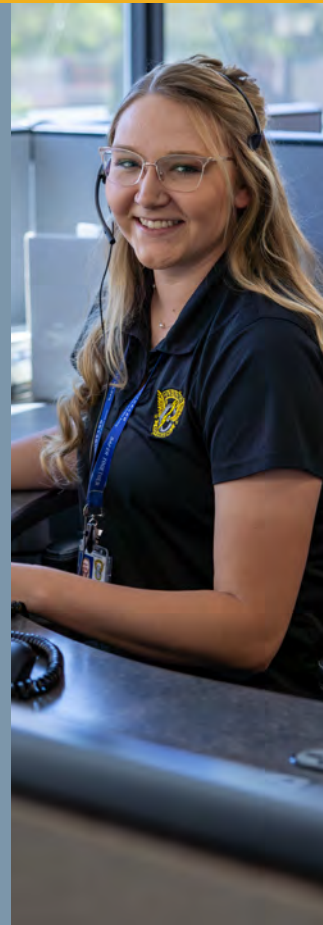## FY 2024-2025 Colorado State Patrol Long Bill FTE Appropriations
Total: 1,244.8
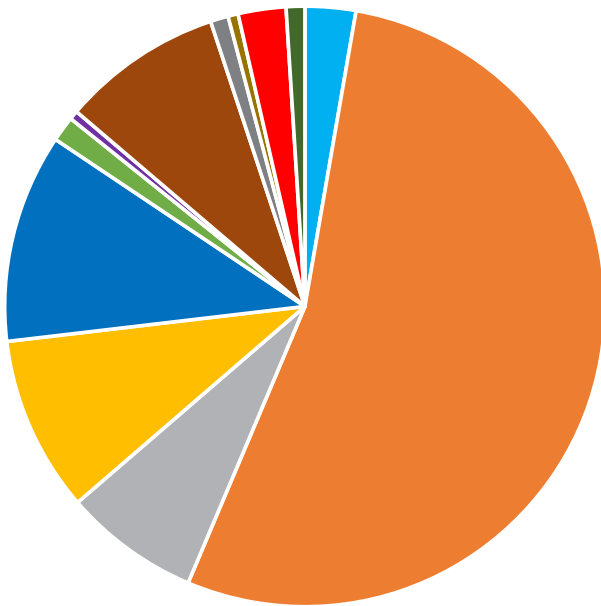
- Commissioned Officers
- Troopers, Corporals, and Sergeants
- Civilians
- Port of Entry
- Communications Program
- Training Academy
- Aircraft Program
- Executive and Capitol Complex Security
- Hazardous Materials Safety
- Victim Assistance
- Motor Carrier Safety
- Other

COLORADO
STATE PATROL
OUR FAMILY PROTECTING YOURS SINCE 1935

Your Career Details Are Inside
Careers with Purpose

OUR FAMILY
PROTECTING
YOURS SINCE 1935