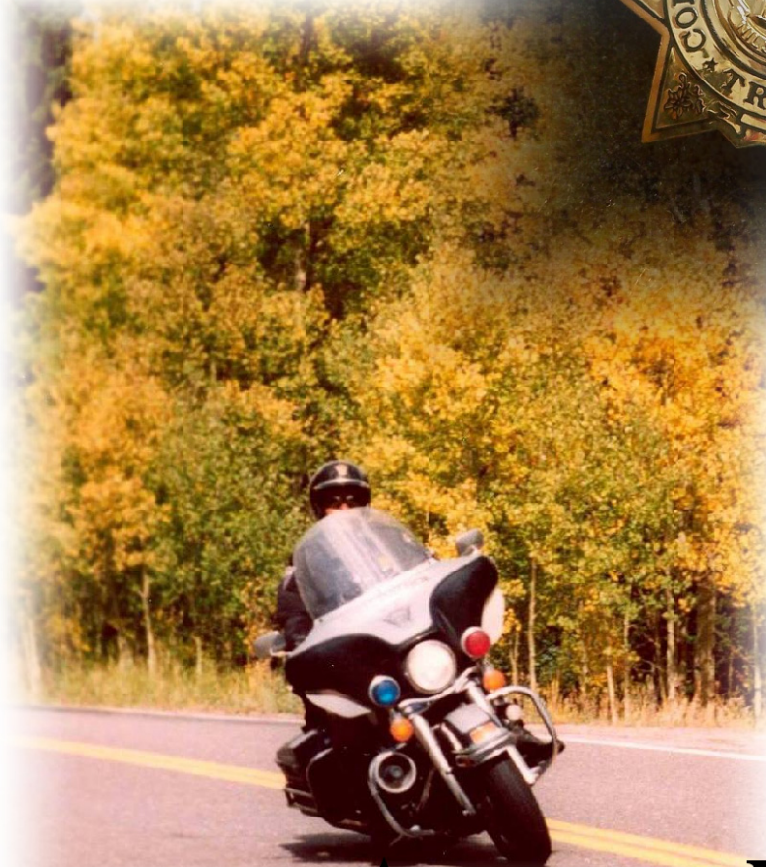


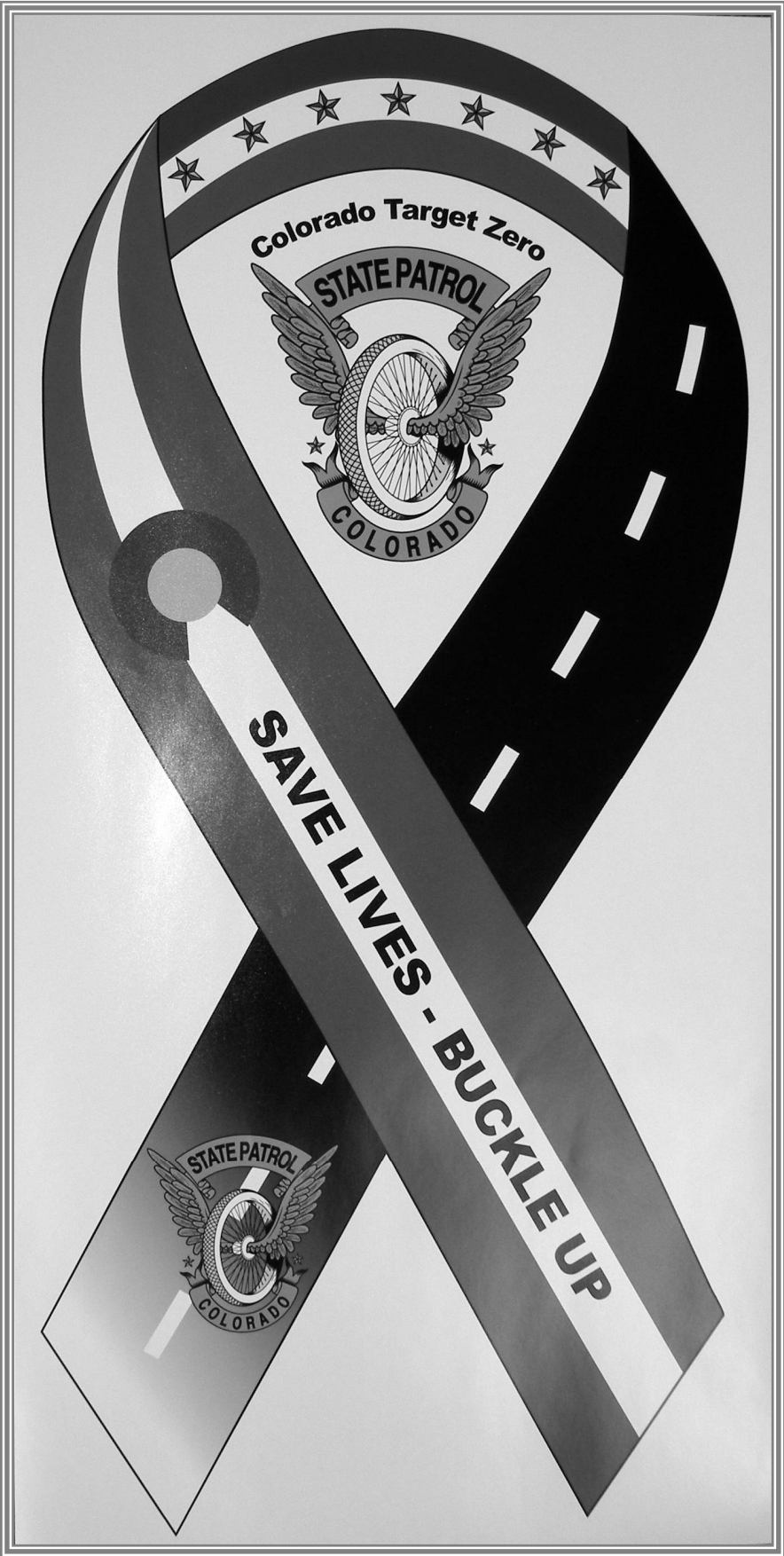
COLORADO STATE PATROL



**Fiscal Year
2004-2005**



Annual Report



MESSAGE FROM THE CHIEF'S OFFICE

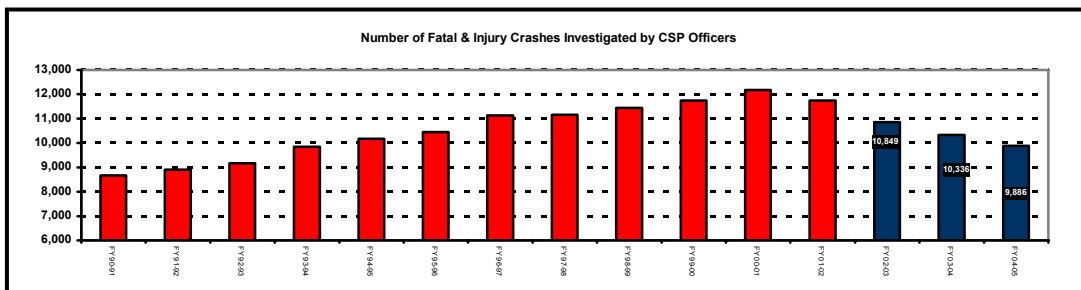


December 1, 2005

I am pleased to present our Fiscal Year 2004/2005 Annual Report. This report highlights our activities and performance during the recent 12-month fiscal reporting cycle. It informs you of this law enforcement agency's effectiveness in meeting its near-term strategic goals established over a year ago.

Our long-term goal is to eliminate most traffic fatalities on the roads we cover by calendar year (CY) 2025. For the third consecutive year, we continued moving in the right direction by creating a safer and more secure environment in the State of Colorado for the motoring public through high-visibility enforcement efforts.

In fiscal year (FY) 2004-05, **the number of persons killed in crashes investigated by CSP officers decreased by 8.7 percent**; this is on top of a 3.5 percent reduction in FY 2003-04 (year two) and a 15.7 percent reduction in FY 2002-03 (year one). If the number of traffic fatalities had increased at the previous ten-year rate with traffic volume on state and federal highways, **an additional 366 persons would have been killed during the past three years, which is the equivalent of saving one life about every three days.**



Since starting the balanced scorecard system on July 1, 2002, the Patrol has reduced the number of fatal and injury crashes on non-targeted roads by 5.4 percent. Reductions on targeted road segments (where saturation patrols were regularly conducted) have been even greater, falling by 7.2 percent. Over a three-year period, this means high-visibility enforcement operations have reduced the number of serious crashes **33.3 percent faster** than on non-targeted CSP roads.

Clearly, the hard work of the Colorado State Patrol members has made a difference. Despite our dedication and continued progress to eliminate traffic fatalities in Colorado, much more needs to be done if we are to achieve our long-term stretch target. I am optimistic that by working together – in conjunction with our communities and governmental partners- we will meet this challenge.

Sincerely,

Colonel Mark V. Trostel
Chief, Colorado State Patrol



EST. 1935

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MISSION & OPERATIONAL OVERVIEW

Mission Critical Services

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

The Patrol's fundamental statutory charge is to facilitate the safe and efficient movement of all motor vehicle traffic and to help motorists in need of assistance. This is accomplished through selective enforcement actions on Colorado's roadways; through the use of high-visibility saturation patrols (e.g., accident prevention teams or DUI checkpoints); through professional traffic accident investigations; and through preventive educational and safety programs. The Patrol is also called upon to provide emergency resources in the event of major disasters, civil protests, a breakdown in local law enforcement, or any event in which local authorities request state level law enforcement assistance.

This law enforcement agency will achieve the following strategic goals, which are shown in order of priority:

1. Improve Traffic Safety
2. Interdict Criminal Activity
3. Enhance Homeland Security
4. Provide Communications
5. Retain, Develop, and Recruit Quality Employees
6. Efficiently Acquire and Deploy Resources

In FY 2004-05, the Patrol was authorized 515.0 FTE "field troopers" in order to enforce motor vehicle laws and all other laws of the State on approximately 8,400 miles of state and federal highways and on more than 57,000 miles of county roads.

This agency is organized into six field districts and 19 troop offices in order to provide these essential services to the public statewide. There are also five

CSP Regional Communication Centers that provide dispatching services for troopers and other federal, state, and local agencies.



Strategic Direction

On July 1, 2002, the Patrol started to reverse the trend of skyrocketing motor vehicle fatalities on the roads it covers by changing its officer deployment strategy.

Currently, this approach has three basic components:

- *Targeted Roads ("Safety Zones")*. It focuses on crash reduction activities on some of the "most dangerous" stretches of road in Colorado by periodically deploying officers in high-visibility saturation patrols.
- *Key Driving Behaviors*. It directs enforcement at key driving behaviors that contribute to serious crashes, specifically aggressive driving, impaired driving, and distracted driving. Enforcement of occupant restraint laws is also a high priority during traffic stops.
- *Designated Time*. It concentrates on raising overall awareness of the importance of safe driving habits during weeklong campaigns (known as "Colorado Target Zero"), where all CSP sworn officers are deployed to the roadways in order to ensure a safe and secure motoring environment.

Fundamentally, this strategic direction relies upon **trooper visibility** on Colorado's roads in order to deter motorists from engaging in dangerous or criminal behavior. The Patrol has periodically concentrated its limited enforcement resources on some of the "most dangerous" stretches of road

through the judicious use of district-wide saturation patrol operations. The main premise for this strategy is that a strong law enforcement presence raises awareness in vehicle operators in order to gain voluntary compliance while a violator is within striking distance of a peace officer.

Today, Colorado residents strongly favor this effort. For instance, five out of every eight respondents “strongly support” saturation patrols and almost ninety-percent support them to some degree.

The elimination of all fatalities on Colorado’s highways is a major traffic safety objective, which requires consistent effort on a variety of fronts, such as selective enforcement, officer visibility or availability, safety programs, and driver’s education. In general, there are four major areas that contribute to improving traffic safety:

1. Enforcement;
2. Education;
3. Engineering; and
4. Emergency Response.

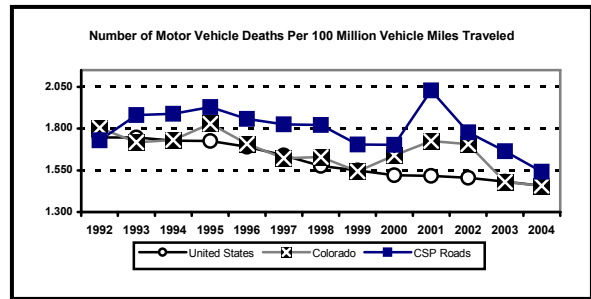
Developing effective counter-measures to reverse adverse traffic safety trends requires cooperation from several federal, state, and local agencies. Most, if not all, of the Patrol’s role in this effort falls under the enforcement and education categories. Last year, the Colorado State Patrol investigated approximately six out of ten fatalities that were caused by motor vehicles. Each fatality represents a crime scene on one of Colorado’s roadways, which must be cleared in order to keep traffic moving for other motorists.

National Comparison – Traffic Fatality Rate

The U.S. Department of Transportation (USDOT) strategic target is to reduce the number of motor vehicle fatalities on our nation’s roads to not more than one death per 100 million vehicle miles traveled (VMT) by CY 2008. (This is also called the “traffic fatality rate”.)

In CY 2004, preliminary figures show the Colorado (statewide) fatality rate at 1.46, and the United States fatality rate at 1.46.

The fatality rate for CSP roads only was 1.542 in CY 2004, down by 7.3 percent from the previous calendar year.



In Colorado, the traffic fatality rate had worsened significantly during the past decade *until* the second half of CY 2002 when the Patrol changed its officer deployment strategy to maximize officer visibility on targeted road segments.

In CY 2004, several states had achieved or had nearly achieved this national goal – such as Massachusetts (0.88 fatality rate), Washington (1.00 fatality rate), Minnesota (1.01 fatality rate), Virginia (1.15 fatality rate), and Ohio (1.16 fatality rate).

In order for the Patrol to reach this national target by CY 2008, the number of persons killed on CSP-covered roads will need to decrease by an annual average of about 8.0 percent each year starting in CY 2005 with traffic volume increasing by 2.0 percent each year.

Resources

The annual operating budget for FY 2004-05 is \$106.4 million and 937.0 FTE. Currently, most of the Patrol’s operating budget – \$73.0 million (or 68.6 percent) in FY 2004-05 – was supported by “off-the-top” appropriations made from the Highway Users Tax Fund (HUTF).

In 1935, the General Assembly created this fund, whose revenue includes any excise tax on motor fuel, motor vehicle registrations fees, ton-mile taxes, and carrier transport fees. The term “off-the-top” appropriation refers to funds that are removed from the available HUTF revenues before allocation to cities, counties, and the Colorado Department of Transportation (CDOT).

Pursuant to Section 43-4-201(3), C.R.S., the only state agencies that may receive such “off-the-top” appropriations are the Colorado State Patrol and Ports-of-Entry, whose combined appropriation has been capped at a six-percent annual growth rate since FY 1995-96. However, other state operations in the Colorado Department of Revenue (such as license plates and the motor vehicle business group)

were also temporarily allowed to access “off-the-top” HUTF dollars in order to offset General Fund revenue shortfalls that began in CY 2001.

There are about 681.4 FTE uniform members (all ranks and duties) out of the total 937.0 FTE authorized for FY 2004-05, which fluctuates throughout the year depending on employee turnover and operational needs. Of this figure, 515 are classified as “field” troopers, which are defined as CSP officers below the rank of Captain who are primarily assigned to patrolling duties and supported entirely by “off-the-top” monies from the HUFT.

“FIRST IN TRAFFIC SAFETY”

Objectives

The Colorado State Patrol intends to be recognized as **first in traffic safety** through a dramatic reduction in the number of persons killed on Colorado’s roadways. This agency is committed to lead and to sustain a cooperative effort that will **eliminate most traffic fatalities in Colorado by CY 2025** in order to make Colorado’s roadways the safest in the world.

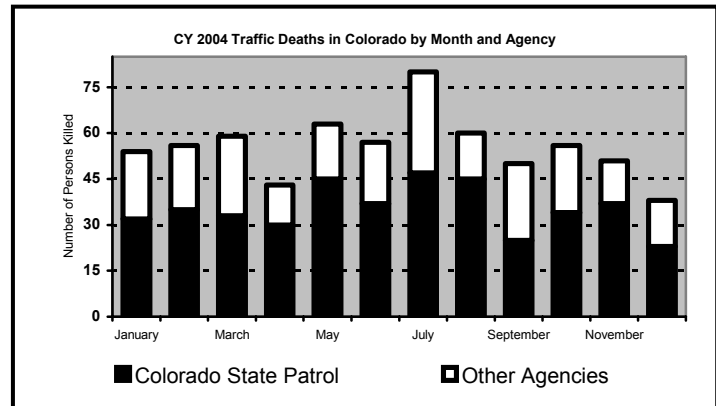
The Patrol intends to achieve this status through a dramatic reduction in the number of fatalities on Colorado’s highways. There are three major CSP strategic objectives related to improving traffic safety:

- In CY 2005, reduce the number of fatal and injury crashes investigated by CSP officers by at least 4.0 percent on targeted roads (“safety zones”) and by at least 2.0 percent on non-targeted roads;
- By CY 2008, lower the traffic fatality rate to no more than 1.000 (“one person”) killed per 100 million vehicle miles traveled (VMT) on roads covered by CSP officers; and
- By CY 2025, eliminate most traffic fatalities in Colorado.



Colorado’s Motoring Environment

In FY 2004-05, 617 persons were killed by motor vehicles in Colorado; 398 of these fatalities were in crashes investigated by the Colorado State Patrol.¹ In other words, one person was killed approximately every fourteen hours by a motor vehicle in Colorado. *This is almost the equivalent of a gravesite at each mile marker on Interstate 70 from Grand Junction to Burlington and on Interstate 25 from Fort Collins to Trinidad.*



The lifetime economic cost to society for each traffic fatality is \$977,208 based on an analysis of national data for CY 2000.² Each critically injured survivor cost an average of \$1.1 million.

Motor Vehicle Injuries Deaths in Colorado

On June 6, 2002, the Colorado Department of Public Health and Environment released a comprehensive report entitled *Injury in Colorado*. Based on an analysis of data through CY 1999, this

¹ Information extracted from FARS as of August 9, 2005, subject to further revision.

² “The Economic Impact of Motor Vehicle Crashes 2000” (May 2002, U.S. Department of Transportation, National Highway Traffic Safety Administration).

report found that motor vehicle traffic-related incidents are among the leading causes of injury death and hospitalization in Colorado. Motor vehicle traffic-related deaths account for more than a quarter (27%) of all injury deaths and nearly half (45%) of all unintentional injury deaths in Colorado. Motor vehicle traffic-related injuries are the leading cause of injury death for Coloradoans ages 1-34 and the second leading cause for Coloradoans ages 35-84.

Other significant report findings on causes of injuries statewide include:

- Death and hospitalization rates due to motor vehicle crashes are highest for young drivers ages 15-24.
- Half of all deaths in motor vehicle crashes are the result of traumatic brain injury.
- Seatbelts are 45% to 60% effective in preventing fatal injuries. Airbags, combined with lap/shoulder belts, offer the most effective safety protection for adults.

Public Opinion

Other drivers are Coloradoans' greatest concern when driving. Coloradoans tend to view other drivers' behaviors as the main threat to their safety when on the road, as compared to poor road design or maintenance. When asked their opinions regarding the single greatest hazard on Colorado's roads, the largest group of respondents (about thirty seven percent) stated that aggressive drivers were the single greatest hazard on Colorado's roads followed by distracted drivers (over twenty two percent) and drunk drivers (almost twenty two percent).³

Almost nine out of ten Coloradoans agree that seeing troopers on the road decreases dangerous driving behavior. About the same percentage also believe that traffic accidents are preventable. When asked about their perception of the driving environment when there is high trooper visibility, nearly four out of five respondents felt that other drivers behave in a safer manner. (In fact, one-third of respondents admitted that their own driving improves when they see a CSP officer.) This suggests that the presence of multiple CSP vehicles improves driver behavior,

³ "Public Opinions of Colorado State Patrol Issues and Functions (October 2003, Corona Research, Inc.). This is a statewide public opinion survey with a margin of error of +/- 4.5 percent.

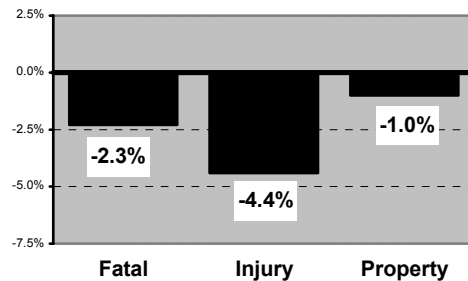
resulting in a safer driving environment. Additionally, eighty-five percent of Coloradoans believe that saturation patrols will continue to be successful at reducing the number of fatal and injury crashes.

LAST YEAR'S RESULTS

Improve Traffic Safety

Overall, traffic safety on roads patrolled by the Colorado State Patrol continued to improve during the past twelve months. Even though traffic volume on state and federal highways increased by 1.3 billion miles last calendar year, the number of persons killed in crashes investigated by CSP officers decreased by 8.7 percent in FY 2004-05.⁴ ***This represents a total of 38 traffic fatalities avoided in FY 2004-05 – or one death eliminated every ten days.***

Fiscal Year Change in CSP Investigated Crashes (FY 2004-05 vs. FY 2003-04)



During an average day in FY 2004-05, CSP officers investigated 89 traffic crashes; assisted 308 motorists; contacted 1,842 vehicles; issued 638 traffic citations; made five felony arrests; and presented four safety or educational programs.

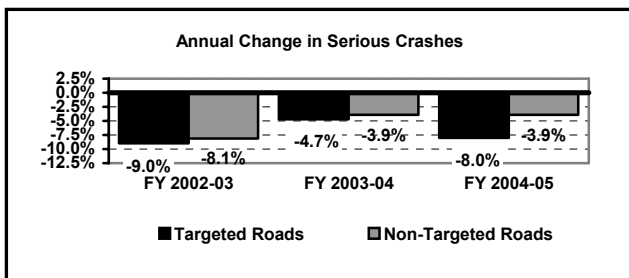
Finally, Colorado drivers revealed that 73.2 percent of those surveyed rated their contacts with CSP officers as "good" or "very good" – irrespective of the nature of contact (such as citation, motorist assist, or accident investigation).⁵ Moreover, a total of 87.7

⁴ Traffic volume statistics are preliminary figures from the Colorado Department of Transportation as of August 2005, for state and federal highways. CDOT reported 26,135 million miles in CY 2003 and 27,434 million miles in CY 2004. The number of fatalities investigated by CSP officers fell from 436 deaths in FY 2003-04 to 398 deaths in FY 2004-05.

⁵ This information is based on a statewide public opinion survey conducted by Corona Research, Inc. in October 2003 with a margin of error of +/- 5.0 percent.

percent of respondents stated that they were treated in a courteous and professional manner.

Since starting the balanced scorecard system on July 1, 2002, the Patrol has reduced the number of fatal and injury crashes on non-targeted roads by 5.4 percent. Reductions on targeted road segments (where saturation patrols were regularly conducted) have been even greater, falling by 7.2 percent. Over a three-year period, this means high-visibility enforcement operations have reduced the number of serious crashes **33.3 percent faster** than on non-targeted CSP roads. There were a total of 4,107 saturation patrols conducted on “targeted roads”, which consumed a total of 27,448 officer hours.



Colorado Target Zero

In CY 2004, the Patrol initiated a plan to concentrate its existing field resources on high-visibility enforcement efforts on all of the roads it covers for a period of one week. The second “Colorado Target Zero” campaign was designed to stop all traffic fatalities for four consecutive days (May 27-30, 2005). All CSP officers participated in this high-visibility enforcement effort regardless of rank.

“For the second year, we used the Memorial Day weekend as our reminder to Colorado motorists to do their part in making Colorado’s highways safer. By having all of our uniformed officers on the highways the past four days, our objective was to emphasize the need for motorists to drive responsibly and make smart driving choices by observing the posted speed limits, wearing their seat belts, and not driving if they have been drinking. Although there were seven traffic fatalities reported during the holiday weekend, none were alcohol related,” said Colonel Mark Trostel.

- There were no traffic deaths reported in any of the 14 “safety zones” during Colorado

Target Zero. During this four day period, CSP officers contacted a total of 22,578 vehicles and issued 12,969 citations as part of its program to reduce most traffic fatalities in Colorado.

- The Patrol investigated 28 DUI/DUID crashes, none of which involved fatalities. An additional 206 citations were issued for non-crash DUI/DUID arrests.
- Citations issued by the CSP officers for speeding, another major cause of most crashes, totaled 5,457. Citations for other major causes of crashes included:
 - 698 for aggressive driving
 - 385 for following too close
 - 436 for lane violations
 - 136 for careless driving
 - 241 for traffic controls violations
 - 78 for improper passing
 - 38 for driving on the wrong side of the road
 - 644 for lack of proof of insurance totaled 644
 - 241 individuals were arrested for outstanding felony or misdemeanor warrants.
- The Patrol recovered 18 stolen vehicles and issued 555 citations to drivers who were under restraint or suspension.

Interdict Criminal Activity

Between FY 2003-04 and FY 2004-05, this agency’s criminal interdiction activity was mixed.⁶ On the



⁶ Criminal interdiction statistics are valid as of January 28, 2005, and they are subject to further revision. This information is reported for a calendar (rather than a fiscal) year to coincide with federal reporting periods.

one hand, felony arrests were up by 7.1 percent (from 184 in CY 2003 to 197 in CY 2004). The estimated street value of illegal drug seizures also increased from \$2.58 million in CY 2003 to \$6.38 million in CY 2004.

On the other hand, during this period, CSP officers recovered fewer stolen motor vehicles – recording a 4.8 percent decrease to 493 vehicles in CY 2004 – and confiscated approximately the same number of illegal weapons.

Enhance Homeland Security

In response to the September 11th terrorist attacks, there is a heightened awareness nationally about the importance of appropriate intelligence collection by law enforcement agencies at all levels of government. There are numerous incidents where terrorists, foreign and domestic, have utilized this country’s transportation system in order to plan or carry out their criminal activities. A key component of this counter-terrorism effort – particularly with respect to travel on roadways – is to have traffic enforcement officers in the United States recognize and record suspicious behavior while on patrol so that proactive measures may be taken by authorities. Inter-governmental plans to protect critical assets, government symbols (such as the State Capitol), and the public were also developed. Lastly, the Patrol created a Homeland Security office in November 2004 to coordinate these efforts moving forward.

Provide Communications

The Colorado State Patrol provides a professional communications system for all CSP officers and to other governmental agencies in order to accurately disseminate information, thereby enhancing officer safety and public protection. Its five regional centers, which are located in Denver, Pueblo, Alamosa, Montrose, and Craig, serve as the primary points of contact for citizens requiring public safety services statewide. Any single incident handled by a communication officer has the potential of originating as or becoming a life-threatening event. CSP communication officers provide prompt, reliable, and professional service to citizens, and accurate information to law enforcement officers or other government officials, including emergency first responders.

The total number of incidents handled by the CSP Regional Communications Centers increased by 7.5 percent between FY 2003-04 and FY 2004-05

although there was no corresponding increase in personnel. This increase was on top of a 10.5 percent workload jump during the prior fiscal year. Furthermore, in FY 2004-05, the number of calls for service charged to user agencies increased by 7.8 percent from FY 2003-04 levels. ***This represents a three-year cumulative increase of 35.0 percent.***

CSP COMMUNICATIONS BRANCH WORKLOAD INDICATORS				
TYPE	All User Agencies			
	FY 2001-02	FY 2002-03	FY 2003-04	FY 2004-05
TOTAL INCIDENT COUNT ⁷	653,406	725,998	801,984	862,397
<i>Annual Change</i>		11.1%	10.5%	7.5%
TOTAL NUMBER OF CALLS FOR SERVICE (CFS) ⁸	519,807	592,625	650,584	701,543
<i>Annual Change</i>		14.0%	9.8%	7.8%

CY 2005 CSP STRATEGIC PLAN

Balanced Scorecard Management System

The “balanced scorecard” method of planning and executing a focused strategy is the means by which the CSP Command Staff has chosen to proceed toward this stretch target. In brief, this management theory is a means of expressing an organization’s strategy in a clear progression of cause-and-effect relationships from its mission statement and strategic goals all the way down to the task level. A balance is achieved by describing these cause-and-effect relationships from four different perspectives to describe an organization’s business from the actions of its employees to the bottom line result.



⁷ This information was extracted from CAD on July 1, 2005.

⁸ Information was extracted from CAD on July 1, 2005. It includes calls for service that are charged to user agencies. The CFS total used for the dispatch fee schedule is somewhat lower (701,515 in FY 2004-05) because a few agencies are not charged fees because they are proportionately less than 0.1% of the total.

**COLORADO STATE PATROL
PERSPECTIVES
(BALANCED SCORECARD)**

SERVICE PERSPECTIVE

Services delivered for and on behalf of the public that are linked to the CSP strategic mission as authorized by state law

COMMUNITY PERSPECTIVE

Value and performance of services provided from the viewpoint of affected communities, specifically the “motoring public”

INTERNAL-BUSINESS-PROCESS PERSPECTIVE

Internal business processes at which the Patrol must excel in order to demonstrate efficiency and effectiveness

ORGANIZATIONAL CAPACITY PERSPECTIVE

Critical areas where the Patrol must innovate in order to add value to its services and maintain a tight focus on mission

The CSP Command Staff calls these four perspectives the **service perspective**, the **community perspective**, the **internal-business-process perspective**, and the **organizational capacity perspective**.

First, the “service perspective” reflects the fact that the Colorado State Patrol is not here to produce profits but instead to provide a safe and secure motoring environment for Colorado’s highway users through its services. Second, the “community perspective” (rather than “customer perspective”) monitors attitudes about the Patrol’s partnerships with the motoring public and other governmental agencies. Third, the “internal-business-process perspective” provides information about the performance of critical processes (such as DUI processing) related to the Patrol’s delivery of essential services. Finally, “organizational capacity” represents the complete environment in which CSP employees operate and not just the knowledge, skills, and abilities involved in their daily work.

To the extent that weaknesses exist in any of these areas, the capacity of this law enforcement agency to fulfill its mission is reduced.

Measures are a critical key to the balanced scorecard system. There is also a balance intended to safeguard against perpetuating ineffective strategies and processes, which do not contribute to a mission’s success. To achieve this, the balanced scorecard system requires a balance of **outcome measures** and **performance measures**.

- **Outcome measures** are long-term or lagging measures. The fatality rate on a particular stretch of highway is an example of an outcome measure. It is a lagging measure because it will not be known until the year’s worth of fatality data for the road segment has been collected along with the number of vehicle miles traveled. Only when these numbers have been obtained will the rate calculation be possible. The fatality rate for the year is one outcome of a year’s worth of troopers’ efforts at crash reduction.
- **Performance measures** are short-term or leading indicators. They are measures of the tactics being executed (the tactics being actions chosen to support a particular strategy selected, for example, to reduce traffic fatalities). The number of targeted, publicized saturation patrols conducted within a given quarter is an example of such a performance measure.

As lagging indicators, the outcome measures will not reveal success or failure of the strategy until the end of the strategy cycle. Meanwhile, the performance measures reveal constantly whether the tactical execution of a chosen strategy is on target. Therefore, if targeted performance is achieved but the desired outcome is not, managers can know that the strategy was at fault and not performance. Conversely, if performance targets are not met, then the tactics are not being executed properly, and it will not be possible to validate or invalidate a particular strategy.

Strategic Assumptions

In developing this strategic plan, the Colorado State Patrol adopted several key strategic assumptions and operational principles, which form the foundation of all efforts to increase public safety:



- Competitive compensation packages, recognition, professional working conditions, advancement opportunities, and relevant training promote the retention of employees.
- Increasing demands and inadequate resources require the continuing development of technological solutions to support processes that are critical to public safety.

Thank You

- Most traffic fatalities are preventable through the use of high trooper visibility; strict enforcement of laws and regulations; public awareness and educational campaigns; and the appropriate use of occupant restraint systems.
- Faster incident response time to calls for service (1) provides emergency assistance to the motoring public and (2) increases traffic flow by clearing roads in order to prevent secondary vehicle crashes.
- Criminal interdiction on Colorado's roadways lowers crime rates in communities by interceding in criminal activity, apprehending fugitives, and interrupting the flow of illegal contraband.
- Partnerships with other law enforcement agencies in an effort to impact driver behavior will improve traffic safety and better meet the service expectations of the motoring public.

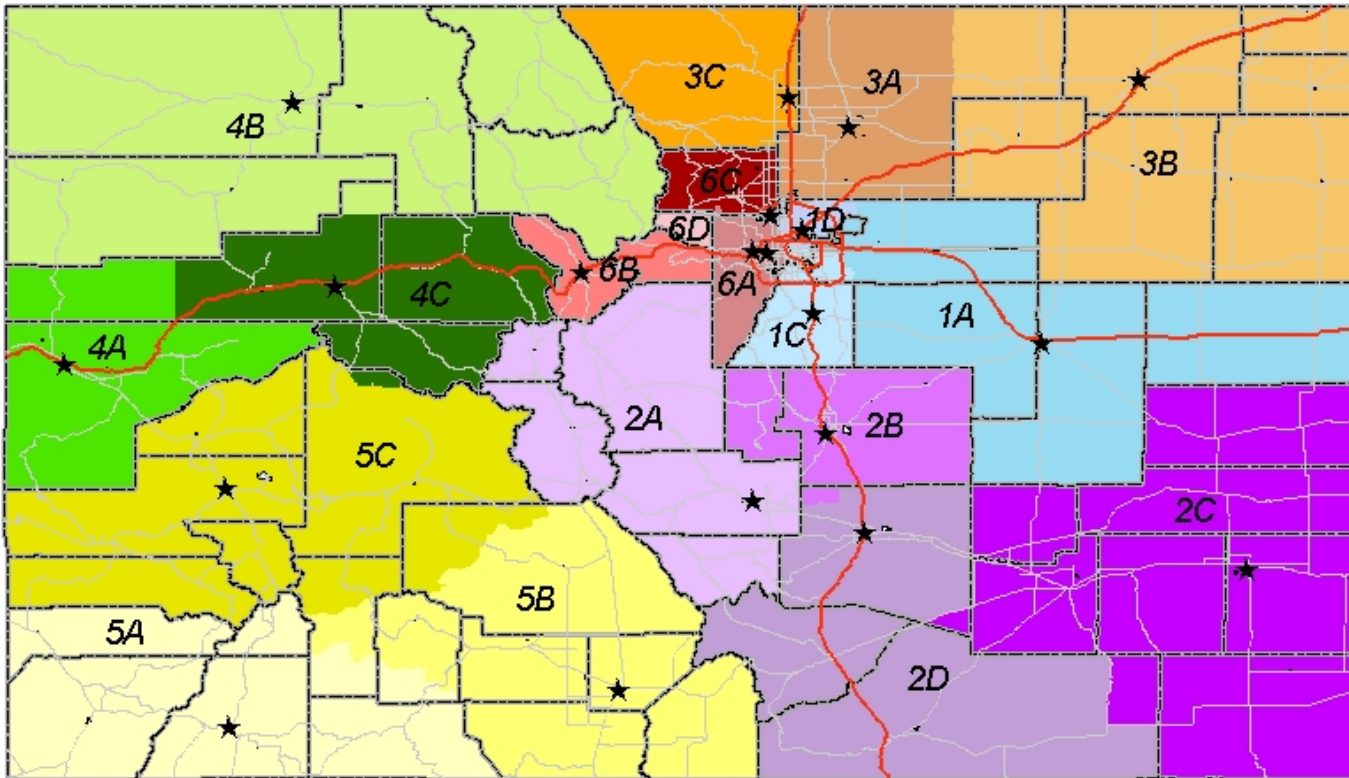


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CSP CONTACT INFORMATION

CITY	TROOP	OFFICE TYPE	ADDRESS	PHONE
Alamosa	5B	Troop	1205 West Ave.	719-589-2503
Alamosa*	7C	Comm. Center	1205 West Ave.	719-589-5807
Avon	4C	Post	41413 Highway 6 and 24	970-384-3375
Broomfield	6C	Troop	7701 W. 120 th Ave.	303-469-1966
Burlington	1A	Post	179 Webster St.	719-346-5430
Canon City	2A	Troop	615 Macon Ave., Suite LL-1	719-276-7440
Castle Rock	1C	District/Troop	4600 Castleton Court	303-688-3115
Central City	6D	Post (Gaming)	142 Lawrence St., PO Box 486	303-582-5172
Colorado Springs	2B	Troop	1480 Quail Lake Loop	719-635-0385
Commerce City	1D	Troop	8200 N. Hwy 85	303-289-4760
Cortez (Mancos)	5A	Post	33009 Hwy. 160	970-564-9556
Craig	4B	Troop	800 W. First Street, Suite 400	970-826-1301
Craig*	7C	Comm. Center	800 W. 1 st Street, Suite 500	970-824-6501
Denver (Capitol)	9B	Executive Security	1314 Sherman St.	303-866-3660
Durango	5A	District/Troop	20591 Hwy. 160 W	970-385-1675
Evans	3A	District/Troop	3939 Riverside Pkwy., #B	970-506-4999
Fairplay	6B	Post	60 Country Rd. 35	719-836-0585
Fort Collins	3C	Troop	3832 S. Interstate 25	970-224-3027
Fort Lupton	3A	Post	12700 Weld Co. Rd. 14 ½	303-857-6638
Fort Morgan	3B	Post	13360 W. I-76 Frontage Road	970-867-6657
Frisco	6B	Troop	0201 Peak One Blvd.	970-668-6840
Fruita	4A	District/Troop	554 Jurassic Court	970-858-2250
Glenwood Springs	4C	Troop	202 Centennial Street	970-945-6198
Golden	6A	District/Troop	1096 McIntyre Street	303-273-1616
Golden	11A	Academy	15055 S. Golden Rd.	303-273-1609
Golden	8D	Motor Carrier Safety	15055 S. Golden Rd.	303-273-1875
Hot Sulphur Springs	4B	Post	197 W. Diamond, Rm. 19	970-887-0503
Idaho Springs	6B	Post	3000 Colorado Blvd.	303-567-4201
La Junta	2C	Post	617 Raton Avenue	719-384-8981
Lakewood		CSP HQ	700 Kipling Street	303-239-4500
Lakewood*	7A	Comm. Center	700 Kipling Street	303-239-4501
Lakewood	8C	HAZMAT	700 Kipling Street	303-239-4546
Lakewood	10C	Public Affairs	700 Kipling Street	303-239-4532
Lamar	2C	Troop	111 W. Parmenter	719-336-7403
Limon	1A	Troop	131 C. Avenue	303-866-5376
Montrose	5C	Troop	2420 N. Townsend Ave.	970-249-9575
Montrose*	7D	Comm. Center	2420 N. Townsend Ave.	970-249-4392
Pagosa Springs	5A	Post	231A Port Ave.	970-731-0039
Pueblo	2D	District/Troop	1019 Erie Ave.	719-546-5465
Pueblo*	7B	Comm. Center	1019 Erie Ave.	719-546-5761
Salida	2A	Post	7405 W. Hwy. 50 #2	719-539-4816
Steamboat Springs	4B	Post	2032 Lincoln Ave.	970-879-0059
Sterling	3B	Troop	118 Riverview Rd.	970-522-4696
Trinidad	2D	Post	10201 Co Rd. 69.3	719-846-2227
Walsenburg	2D	Post	Lathrop State Park, 70 Co. Rd. 502	719-738-3546
Watkins	1A	Post	5200 Front Range Pkwy.	303-261-9300
Woodland Park	2B	Post (Gaming)	811 W. Lorraine St., #3	719-687-6783
Yuma	3B	Post	5053 Co. Rd. 37	970-848-2819

COLORADO STATE PATROL 2005 Districts and Troops Map



District, Troop Offices, and Communications Centers are indicated by the stars.