

**COLORADO**

# INTEGRATED SAFETY PLAN

**2010 - 2013**



**COLORADO DEPARTMENT OF TRANSPORTATION**



**COLORADO**

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**INTEGRATED  
SAFETY PLAN**

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**2010 - 2013**

**MISSION STATEMENT:**

REDUCE THE INCIDENCE AND SEVERITY OF MOTOR VEHICLE  
CRASHES AND THE ASSOCIATED HUMAN AND ECONOMIC LOSS.

COLORADO DEPARTMENT OF TRANSPORTATION







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# MESSAGE FROM THE DIRECTOR OF THE OFFICE OF TRANSPORTATION SAFETY

Colorado continues to see a decrease in the number of fatalities and injuries due to motor vehicle crashes over time. It is our mission to continue this downward trend as Colorado remains one of the fastest-growing states in the nation. As Colorado grows, the need for an efficient and safe transportation system necessitates coordination and planning at all levels of government.

We can attribute much of our success to the engineering of safer highways, education of the driving public, and enforcement of the state's driving laws. Despite our successes, traffic crashes remain the leading cause of death and injury in Colorado. Clearly, there is more work to be done to save lives on Colorado roadways.

It is the mission of the Office of Transportation Safety within the Colorado Department of Transportation (CDOT) to continue providing programs and projects designed to reduce the number and severity of traffic crashes. We will accomplish this by expanding our safety partnerships and by providing tools for safety advocates to work along with us. We will continue our partnerships with local governments and law enforcement to make traveling through Colorado safer than ever before.

We are pleased to introduce this year's statewide highway safety plan entitled "Colorado Integrated Safety Plan 2010-2013." This document explains:

- Our plans for further reducing deaths on Colorado's highways in the future;
- Our transportation safety goals and objectives;
- Strategies for achieving our goals; and
- Specific safety projects and funding for implementation.

The Office of Transportation Safety (OTS), with the continued support of the National Highway Traffic Safety Administration (NHTSA), the Federal Highway Administration (FHWA), CDOT's Public Relations Office, the Traffic Engineering Branch staff and all our local transportation safety partners, is committed to moving our Integrated Safety Plan forward in order to save lives and reduce injuries and crashes, as well as the related economic impact on Colorado's roadways.

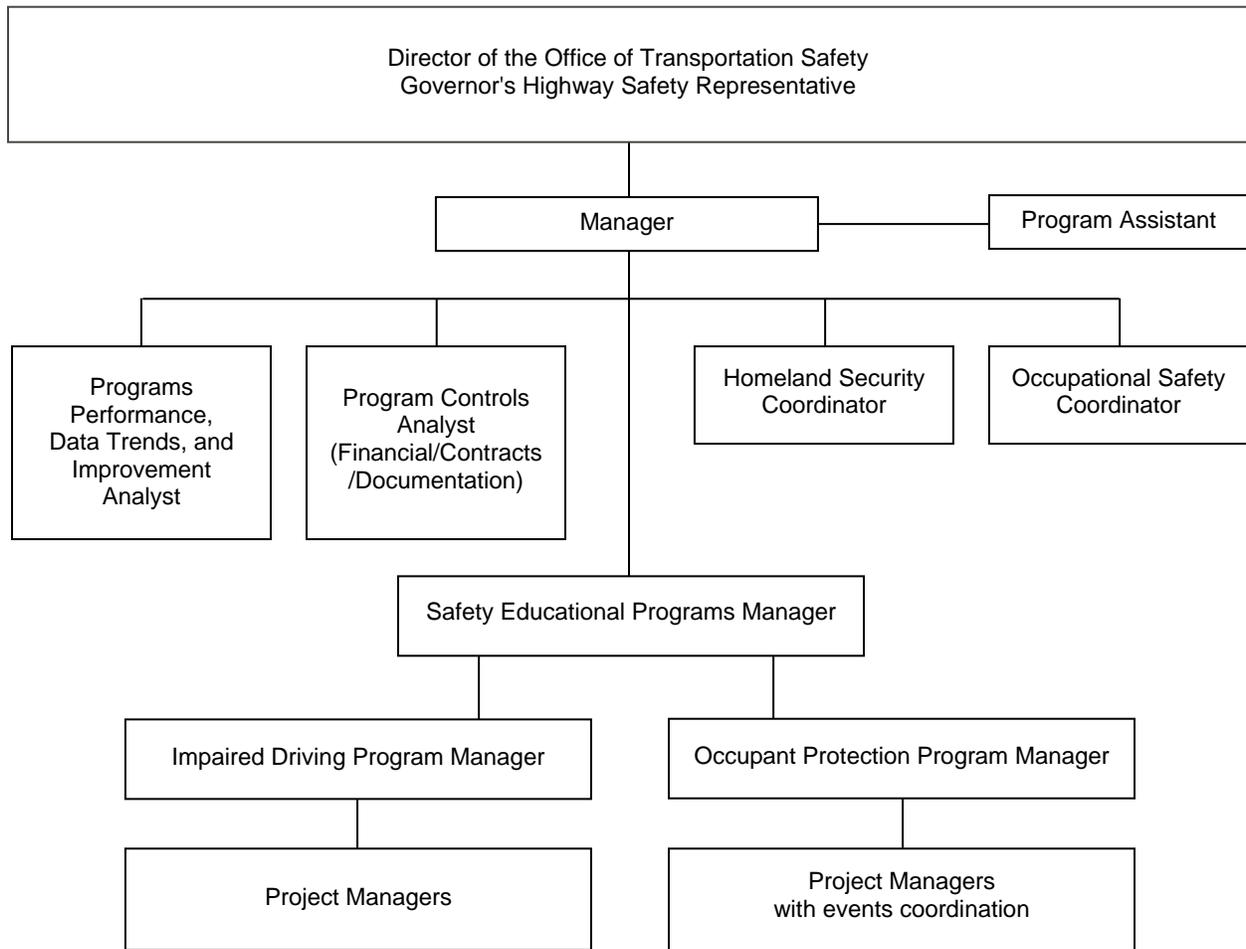
I would like to thank the individuals both inside and outside CDOT who helped contribute to this report and the selection of projects. It is through this collaboration and the development of innovative safety programs that we will reduce future roadway deaths and injuries in Colorado.



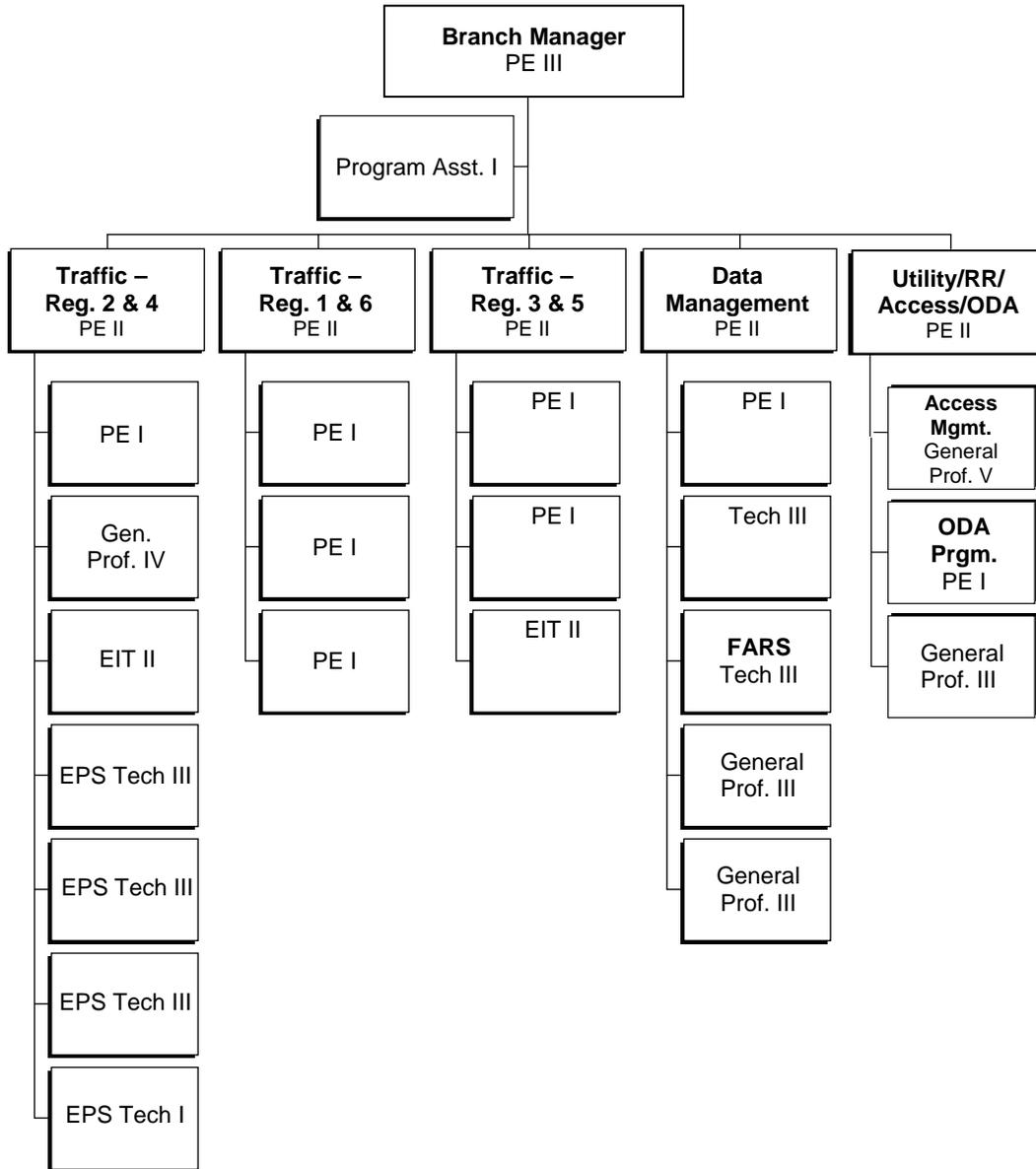
Pamela Hutton, P.E.  
OTS Director  
Governor's Highway Safety Representative



# ORGANIZATIONAL CHART: OFFICE OF TRANSPORTATION SAFETY



# ORGANIZATIONAL CHART: TRAFFIC ENGINEERING BRANCH





This Integrated Safety Plan (ISP) has been developed to implement strategies that have been identified as most likely to reduce the number and severity of traffic crashes in Colorado. The strategies are further described in the related focus areas within the Colorado Strategic Plan to Improve Roadway Safety (SPIRS) which contains both strategic and action elements. Goals and objectives have been developed along with specific performance measures. With the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) enactment, CDOT, along with our safety partners, have created the Colorado SPIRS which encompasses the entire state safety plan. This CDOT ISP focuses on those program areas that are under CDOT responsibility and funding. Through the SPIRS, CDOT coordinates its programs with other state roadway safety stakeholders. In turn, these partnerships maximize and help to better coordinate projects.

The ISP focuses on the three contributing factors to crashes: the roadway, the driver, and the vehicle. The crash sequence is examined and strategies are developed to reduce the likelihood of a crash occurring and to mitigate the effects of the crash once the crash sequence has begun. Many strategies will involve joint efforts and cooperative programs at all levels of government and between the public and private sectors.

Traditional roles may change and broaden as non-traditional sources of funding for program activities may be identified and may be pursued as part of future action plans. In the traditional approach, these action plans could be comprehensive and address all three contributing factors – the roadway, the driver, and the vehicle. Conversely, individual plans could be developed for each of the three areas. This integrated plan will support either approach. The action plan found in this document contains specific programs and projects to address identified transportation safety problems. Specific funding sources and budgets are also identified.

Through the Governor's Representative for Highway Safety, the Traffic Engineering Branch and the Office of Transportation Safety, partnerships have been developed between the six CDOT Regions, Headquarters Staff Branches, the Governor's office, the legislature, federal agencies, state agencies, political subdivisions, community groups and the private sector which has facilitated the development of a comprehensive approach to mitigating identified highway safety problems.

### **MISSION, GOALS, AND OBJECTIVES**

The mission of the CDOT Traffic Engineering Branch and the Office of Transportation Safety is to reduce the incidence and severity of motor vehicle crashes and the associated human and economic loss. The CDOT has set specific goals for reducing the rate of fatal and injury crashes and total crashes. To accomplish this, four major objectives have been identified:

- **Reduce the fatalities per Vehicle Miles Traveled (VMT).** In 2007, total fatalities per VMT were 1.14.
- **Increase the observed seat belt use for passenger vehicles.** In 2007, this rate was 81.1%

## INTRODUCTION

- **Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above.** In 2007, 167 fatalities resulted from crashes involving a driver or motorcycle operator with a BAC of .08 or above.
- **Reduce the number of motorcyclist fatalities.** In 2007, there were 90 motorcyclist fatalities.

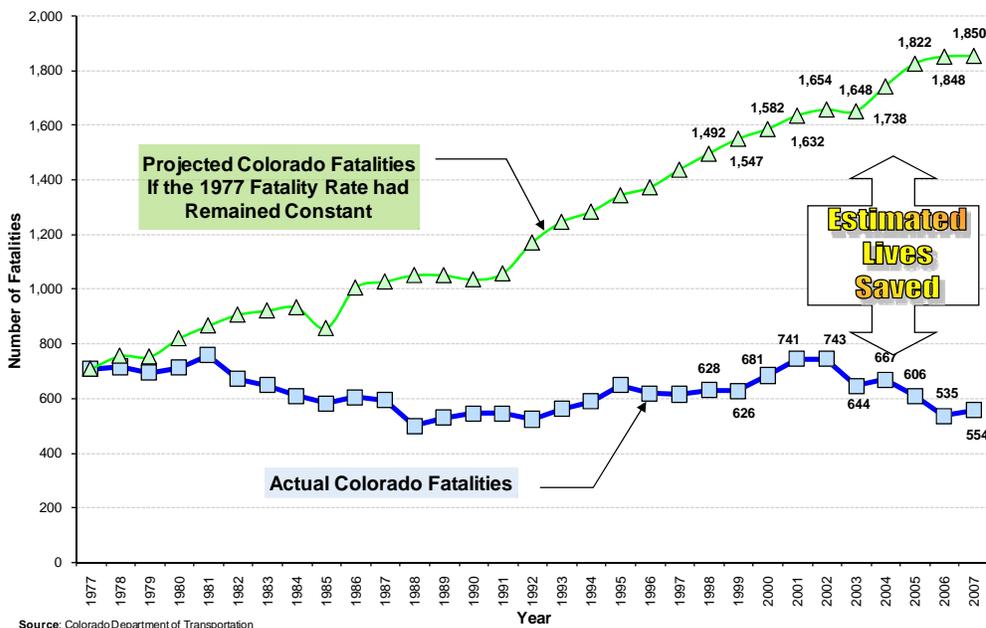
### HOW WE EVALUATE SAFETY PROGRESS

The statewide fatality rate is the primary means of measuring the Department's effectiveness in increasing safety for users of the state highway system. Providing a safe and secure transportation system is CDOT's highest priority. The fatality rate is the number of fatalities per 100 million Vehicle Miles Traveled (VMT) on Colorado highways.

### CURRENT CONDITION

Colorado leads the nation in fatality reduction, according to a recent comparative study by the Standing Committee on Performance Management of the American Association of State Highway and Transportation Officials (AASHTO).

### Actual Annual Fatalities and Projected Annual Fatalities - Colorado 1977 - 2007



Colorado has made significant progress over the last three decades of safety work. In 1977, Colorado had 3.8 fatalities per 100 million VMT. By 2007, the rate declined to 1.14, based on the 2007 VMT. By comparison, if the 1977 fatality rate had remained unchanged and accounting for population and VMT growth, an estimated 1,850 persons would have died in 2007 compared to the actual number of 554. Cumulatively, CDOT estimates that more than 20,000 lives have been saved as a result of the steady reduction in statewide fatalities from the 1977 level. Over that time, the most serious challenges were impaired driving, the lack of use of occupant protection devices such as seat belts, young driver behaviors and aggressive driving. In urban areas, rear-end, approach turns and broadside crashes were

most prevalent. In rural areas, running off the road, hitting fixed objects and overturning were prevalent. Finally, motorcycle and commercial vehicle safety were areas of special concern.

**Fatality Rate (Number of Fatalities per 100 Million VMT)**

Goal	1.00		Trend, 2003-2007 inclusive, based on
2007 Actual	1.14		CDOT 2007 Annual Performance Report

The *National Cooperative Highway Research Program* (NCHRP) Project 20-24(37C) compared Colorado’s safety performance results to other states in the US from the period 2000-2002 with those in 2005-2007. This draft report clearly shows how Colorado has emerged as a leader in roadway safety:

- 22 percent decrease in total fatalities
- 31 percent decrease in fatalities per 100 million VMT
- 35 percent decrease in speed-related fatalities
- 30 percent decrease in young driver involvement in fatal crashes
- 20 percent decrease in alcohol-related fatalities (driver blood-alcohol content greater than 0.08)
- 35 percent decrease in unrestrained passenger fatalities, all seat positions
- 22 percent decrease in pedestrian fatalities

Some of these successes are due to the passage of important traffic safety legislation, such as lowering the blood-alcohol content (BAC) threshold to 0.08 percent in 2004 (HB 04-1021) and the law requiring a helmet for motorcyclists under 18 years of age and their passengers (HB 07-1117). Fines for failure to comply with child restraint and booster seat requirements and for seat belt violations were increased (HB 08-1010). Laws were passed to increase penalties for drunk driving (HB 08-1010), expand the use of interlock devices and to provide \$2 million annually for increased high-visibility DUI enforcement (HB 08-1194). In addition, a number of improvements have been made to the Graduated Driver’s License law for teen drivers, as well as other legislative changes to improve safety across the state. Grass roots organizations have had a significant impact, and public information programs have served to raise awareness of the risks and responsibilities of driving.

In addition, through innovative engineering practices, Colorado has reduced crashes within available budgets by making safety improvements at roadway locations where higher rates of crashes are detected. Evaluation methodologies such as pattern recognition analysis and roadway diagnostic safety assessments provide the current best practice in targeting appropriate locations for safety improvements. These methodologies address:

- Reducing the frequency of roadway departure-type crashes and mitigating the effects of leaving the road;
- Reducing crashes at intersections; and
- Selecting qualified sites for safety improvement projects through such programs as Federal Hazard Elimination and High Risk Rural Roads.

Hazard elimination is the largest component of the safety budget.

**PERFORMANCE MEASURES**

**C-1. Reduce the number of traffic fatalities**

Average number of traffic fatalities from 2005-2007: 565

**Goal:** *Reduce the number of traffic fatalities by 3% in 2010*

**C-2. Reduce the number of serious injuries in traffic crashes**

Number of serious injuries in traffic crashes in 2005: 4,181

**Goal:** *Reduce the number of serious injuries in traffic crashes by 3% in 2010*

**C-3. Reduce the fatalities per Vehicle Miles Traveled (VMT)**

Average total fatalities per Vehicle Miles Traveled (VMT) from 2005-2007: 1.166

Average urban fatalities per Vehicle Miles Traveled (VMT) from 2005-2007: .746

Average rural fatalities per Vehicle Miles Traveled (VMT) in 2007: 2.076

**Goal:** *Reduce the fatalities per VMT by 3% in 2010*

**C-4. Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions**

Average number of unrestrained passenger vehicle occupant fatalities from 2005-2007: 223

**Goal:** *Reduce the number of unrestrained passenger vehicle occupant fatalities by 3% in 2010.*

**C-5. Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above**

Average number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above from 2005-2007: 184

**Goal:** *Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above by 3% in 2010*

**C-6. Reduce the number of speeding-related fatalities**

Average number of speeding-related fatalities from 2005-2007: 203

**Goal:** *Maintain the average number of speeding-related fatalities by 3% in 2010*

**C-7. Reduce the number of motorcyclist fatalities**

Average number of motorcyclist fatalities from 2005-2007: 84

**Goal:** *Maintain the average number of motorcyclist fatalities in 2010*

**C-8. Reduce the number of unhelmeted motorcyclist fatalities**

Average number of unhelmeted motorcyclist fatalities in 2007: 67

**Goal:** *Reduce the number of unhelmeted motorcyclist fatalities by 3% in 2010*

**C-9. Reduce the number of drivers age 20 or younger involved in fatal crashes**

Average number of drivers age 20 or younger involved in fatal crashes from 2005-2007: 98

**Goal:** *Reduce the number of drivers age 20 or younger involved in fatal crashes by 3% in 2010*

**C-10. Reduce the number of pedestrian fatalities**

Average number of pedestrian fatalities from 2005-2007: 55

**Goal:** *Reduce the number of pedestrian fatalities by 3% in 2010*

**B-1. Increase the observed seat belt use for passenger vehicles**

Observed seat belt rate for passenger vehicles in 2007: 81.1%

**Goal:** *Increase the observed seat belt use for passenger vehicles by 1% in 2010*

**S-1. Conduct driver attitude and awareness survey of Highway Safety enforcement and communication activities, and self-reported driving behavior**

First survey to be completed after the 2010 Click It or Ticket May Mobilization

**Goal:** *Complete first year survey and establish baseline for driver attitude, awareness of Highway Safety enforcement and communication activities and self-reported driving behavior.*

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

Average number of seat belt citations written from 2005-2007: 12,249

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

Average number of impaired driving arrests from 2005-2007: 5,324

**A-3. Number of speeding citations issued during grant-funded enforcement activities (grant activity reporting)**

Average number of speeding citations written from 2005-2007: 12,315

### EVALUATION MEASURES

With the development of the Colorado Strategic Plan for Improving Roadway Safety (SPIRS), CDOT has also developed evaluation measures that will be tracked annually to demonstrate progress toward goals. These goals will be updated annually, therefore the following measures do not have progression graphs.

1. Increase the completeness of the state EMS database to 90% of transport agencies reporting by 2010.
2. Increase the percent of records received by the state health department within 90 days of the incident to 90% by 2010.
3. Maintain the Timeliness of the Crash system as measured in terms of average number of days for entering crash reports into the statewide system at DOR after receiving reports from law enforcement agencies. The goal is to maintain the current rate of 3 days.
4. Number of audit findings implemented from the road safety audits (Traffic Safety Engineering Studies Program).
5. Number of signs installed as a result of the road safety audits complimentary Signs for Small Communities Program.
6. Approximately 130 individuals trained from local entities in the Traffic Engineering Seminars Program.
7. Approximately 100 individuals trained from local entities in Work Zone Traffic Control and Flagger Certification Program.
8. Approximately 300 individuals trained, including CDOT and local entities, in the Traffic and Highway Engineering Training Program.
9. Contribution to reduce the severity of run-off-the road crashes along the selected stretch of road by a Maintenance Patrol as determined by the Maintenance Roadside Safety Award Program.



# **FEDERAL FISCAL YEAR FINANCIAL PROGRAMS**

FFY 2010 – 2013

# FEDERAL FISCAL YEAR FINANCIAL PROGRAMS: FFY 2010

FY2010 Program	Transportation Commission Safety	RRX	HRR/HES	State Funds	Local Funds	OP Incentive	OP Innovative	Base Transportation Safety	OP	Alcohol BAC	Alcohol Incentive	Information System Improvements	FARS	Motorcycle Safety	Prohibit Racial Profiling	State Match (Safety)	FHWA Flex Funds	Cone Zone	MOST & LEAF	Total	
Title 23 USC Funding Source		LS40/LS50	LS20/LS30	(HAA402)	(HAA0000)	(Sec 157 <sub>a</sub> )	(Sec 157 <sub>a</sub> )	(Sec 402)	(Sec 405)	(Sec 163)	(Sec 410)	(Sec 408)		(Sec 2010)	(Sec 1906)	(State)	(FHWA)	(State)	(State)		
FY2010 Fed/State/Local (Un-Matched Funds)	\$ -	\$ 1,983,864	\$ 12,245,469	\$ 1,465,021	\$ 117,493			\$ 3,600,000			\$ 2,136,200	\$ 500,000		\$ 101,000		\$ 180,000				\$ 2,474,073	\$ 24,803,120
Transportation Commission Safety Funds	\$ 76,037,039																				\$ 76,037,039
Transferred to Regions for MLOS Signing and Striping	\$ (65,417,000)																				\$ (65,417,000)
Estimated Carryover/Savings		\$ 252,152	\$ 555,702	\$ 61,745				\$ 1,500,000	\$ 505,000		\$ 200,000	\$ 80,000			\$ 570,124						\$ 3,724,723
<b>Sub-Total</b>	<b>\$ 10,620,039</b>	<b>\$ 2,236,016</b>	<b>\$ 12,801,171</b>	<b>\$ 1,526,766</b>	<b>\$ 117,493</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 5,100,000</b>	<b>\$ 505,000</b>	<b>\$ -</b>	<b>\$ 2,336,200</b>	<b>\$ 580,000</b>	<b>\$ -</b>	<b>\$ 101,000</b>	<b>\$ 570,124</b>	<b>\$ 180,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,474,073</b>	<b>\$ 39,147,882</b>
Rockfall (RFM)	\$ (3,034,717)																				\$ (3,034,717)
Hazard Elimination (HES/HRR)			\$ (12,801,171)	\$ (1,304,859)	\$ (117,493)																\$ (14,223,523)
Rail Crossings (RAG/RGS)		\$ (2,236,016)		\$ (104,414)																	\$ (2,340,430)
Hot Spots (HOT)	\$ (1,573,578)																				\$ (1,573,578)
Traffic Signals (SGN)	\$ (1,069,422)																				\$ (1,069,422)
Safety Needs/Resurfacing (SAE)	\$ (4,942,322)																				\$ (4,942,322)
Engineering Safety (SAF)				\$ (117,493)																	\$ (117,493)
<b>Sub-Total</b>	<b>(10,620,039)</b>	<b>(2,236,016)</b>	<b>(12,801,171)</b>	<b>(1,526,766)</b>	<b>(117,493)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(27,301,485)</b>
Planning, Administration, and Operations (Traffic Analysis)								\$ (570,000)			\$ (180,000)	\$ (110,000)				\$ (180,000)					\$ (1,040,000)
<b>Sub-Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(570,000)</b>	<b>-</b>	<b>-</b>	<b>(180,000)</b>	<b>(110,000)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(180,000)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(1,040,000)</b>
Traffic Records (Includes CDOT Staff)								\$ (154,000)				\$ (364,000)									\$ (518,000)
<b>Sub-Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(154,000)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(364,000)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(518,000)</b>
Impaired Driving											\$ (1,506,200)									\$ (1,879,073)	\$ (3,385,273)
Speed Enforcement								\$ (119,000)													\$ (119,000)
Occupant Protection								\$ (1,515,000)													\$ (1,515,000)
Motorcycle Safety								\$ (120,000)												\$ (595,000)	\$ (715,000)
Cone Zone																					\$ -
Public Information and Education								\$ (650,000)			\$ (650,000)			\$ (101,000)							\$ (1,401,000)
Safe Communities								\$ (164,000)	\$ (505,000)												\$ (669,000)
Bicycle/Pedestrian Safety								\$ (55,000)													\$ (55,000)
Prohibit Racial Profiling															\$ (570,124)						\$ (570,124)
Roadway Safety Traffic Engineering																					\$ -
<b>Sub-Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(2,623,000)</b>	<b>(505,000)</b>	<b>-</b>	<b>(2,156,200)</b>	<b>-</b>	<b>-</b>	<b>(101,000)</b>	<b>(570,124)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(2,474,073)</b>	<b>(8,425,397)</b>
<b>Balance</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,753,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 106,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,859,000</b>

FEDERAL FISCAL YEAR FINANCIAL PROGRAMS

FY2010 Program Title 23 USC Fund Source Safety Pool Source	Region	Description	Transportation	Railroad	Railroad	High Risk	Hazard	State	Local	Total
			Commission	Grade	At-Grade	Rural Roads	Elimination	Highway	Match <sup>3</sup>	
			Safety	Separation				(402)		
			LS40	LS50	LS20	LS30	Match	Match		
			RFM/SAE/SAF	RGS	RAG	HRR	HAZ			
	All	Annual Rockfall Program (Administered by HQ Materials Lab)	\$ (3,034,717)							\$ (3,034,717)
<b>Rockfall (RFM)</b>										\$ -
		<b>Region Projects</b>								\$ -
	1	SH70A 205-221 East and West out of Eisenhower and Johnson Tunnels (Phase II) Adverse Weather Speed Limit System					\$ (1,040,864)	\$ (115,652)		\$ (1,156,516)
	2	SH25A 96.36-97.25 MP 96.36-98.48, 98.50-98.94 and 97.18-97.25 MGR Guardrail					\$ (225,000)	\$ (25,000)		\$ (250,000)
	2	SH45A 5.02-5.12 (Pueblo Blvd) / Goodnight Ave Upgrade Signals + Northbound Right Turn Lane					\$ (652,500)	\$ (72,500)		\$ (725,000)
	2	SH50B 316.3-316.7 / Bonforte Blvd Extend westbound acceleration lane and install guardrail					\$ (540,000)	\$ (60,000)		\$ (600,000)
	3	SH40Z 0.58-0.68 Victory Way / Ranney St Signal Upgrade and Geometric Changes					\$ (193,500)	\$ (21,500)		\$ (215,000)
	3	SH40A 136-142 VMS with Speed Radar and Pavement Icing Detection					\$ (270,000)	\$ (30,000)		\$ (300,000)
	3	SH70A 124-126 VMS with speed radar and pavement icing detection VMS with speed radar and pavement icing sensors					\$ (495,000)	\$ (55,000)		\$ (550,000)
	3	Region HES Projects (Region Available)					\$ (75,492)	\$ (8,388)		\$ (83,880)
	4	SH392B 113.63-113.63 /WCR 35 Add Left turn lanes on SH 392. Also include left turn and side road detection					\$ (414,000)	\$ (46,000)		\$ (460,000)
	5	SH160A 159.6-161.26 WB truck escape ramp - reconstruct/extend reconstruct truck escape ramp				\$ (1,311,542)	\$ (145,727)			\$ (1,457,269)
	6	470A 24.54 to 26.21 - C-470 I-25 Median Cable Rail					\$ (450,000)	\$ (50,000)		\$ (500,000)
	6	267C 237.09 to 237.16 - SH 267 / Quay St Raised Median					\$ (157,500)	\$ (17,500)		\$ (175,000)
	6	285D 256.68 to 258.09 - SH 285 from Raleigh to Lowell Add Lane					\$ (900,000)	\$ (100,000)		\$ (1,000,000)
	6	7D 69.81 to 69.91 - SH 7 (160th Ave) / York St Install new signals					\$ (675,000)	\$ (75,000)		\$ (750,000)
	6	285D 257.57 to 257.81 - SH 285 / Lowell-Knox Signal Upgrade					\$ (450,000)	\$ (50,000)		\$ (500,000)
	6	EG 272.64 to 273.96 - SH 6 I-25 Heritage Rd Wildlife Exclusion Fence					\$ (450,000)	\$ (50,000)		\$ (500,000)
	6	177A 0.03 to 0.03 - SH 177 / SH 470 WB Ramp Signal Upgrade					\$ (450,000)	\$ (50,000)		\$ (500,000)
	6	Region HES Projects (Region Available)					\$ (19,913)	\$ (2,213)		\$ (22,126)
		<b>Local Projects</b>								\$ -
	2	Carefree Circle South/New Center Point Roundabout lane reduction (2-lane to 1-lane) (Colorado Springs)					\$ (124,243)		\$ (13,805)	\$ (138,048)
	2	Purcell Blvd/Spaulding Ave New Signals (Pueblo County)					\$ (289,602)		\$ (32,178)	\$ (321,780)
	2	SH83Z - Briargate Pkwy/Voyager Pkwy (Former SH 83) Convert Channelized Right Turn Lane Into Dedicated Right Turn Lane (Colorado Springs)					\$ (207,900)	\$ (23,100)		\$ (231,000)
	3	SH6A 15.13-15.13 SH 006/SH 139 Add New Signals and Modify Geometry (Mesa County) (Design)					\$ (90,000)	\$ (10,000)		\$ (100,000)
	4	CR 27 between milepost 13.1 and 14.1 Install guardrail (Larimer County)					\$ (58,050)		\$ (6,450)	\$ (64,500)
	4	CR 27 at milepost 21.8 Replace guardrail (Larimer County)					\$ (16,744)		\$ (1,860)	\$ (18,604)
	4	SH287C 313.85-313.95 (Main St) / Pike Rd EB Channelized Rt Lane and SB Accel Lane (Longmont)					\$ (270,000)	\$ (30,000)		\$ (300,000)
	4	SH85L 267.39-267.49 Bypass / 16th St Signal upgrades + NB and SB left turns protected only, RR/Xing Removal? (Greely)					\$ (630,000)	\$ (70,000)		\$ (700,000)
	6	SH121A 16.14-16.26 (Wadsworth Boulevard) between 44th Ave and 45th Ave 330 feet raised concrete median (Wheatridge)					\$ (77,265)	\$ (8,585)		\$ (85,850)
	6	SH2A 6.26-24 (Colo Blvd)/7th Ave New Masts, 12 inch Overhead, Ped Signals, Vehicle Detection - signals and ped countdown (Denver)					\$ (207,000)	\$ (23,000)		\$ (230,000)
	6	64th / Simms Reduce AT from 64th Ave approaches (Aradale)					\$ (97,200)		\$ (10,800)	\$ (108,000)
	6	SH30A 0.5-0.54 (Hampden Ave) / Oneida St New Masts, 12 inch Overhead, Ped Signals, Vehicle Detection (Denver)					\$ (207,000)	\$ (23,000)		\$ (230,000)
	6	SH30A 2.65-2.69 (Hampden Ave) / Galena St New Masts, 12 inch Overhead, Ped Signals, Vehicle Detection (Denver)					\$ (207,000)	\$ (23,000)		\$ (230,000)
	6	SH70A 273.02-273.02 EB Ramps / Pecos St New Masts, 12 inch Overhead, Ped Signals, Vehicle Detection (Denver)					\$ (207,000)	\$ (23,000)		\$ (230,000)
	6	SH95A 2.51-0.51 (Sheridan Blvd) / Florida St New Masts, 12 inch Overhead, Ped Signals, Vehicle Detection (Denver)					\$ (207,000)	\$ (23,000)		\$ (230,000)
	6	SH225A 0.67-0.67 WB Off Ramp / Tamarac St New Masts, 12 inch Overhead, Ped Signals, Vehicle Detection (Denver)					\$ (207,000)	\$ (23,000)		\$ (230,000)
	6	SH95A 0.09-0.09 (Sheridan Blvd) / US 285 WB Ramps New Masts, 12 inch Overhead, Ped Signals, Vehicle Detection (Denver)					\$ (207,000)	\$ (23,000)		\$ (230,000)
	6	SH2A 8.82-8.82 (Colo Blvd) / I-70 WB Off Ramp New Masts, 12 inch Overhead, Ped Signals, Vehicle Detection (Denver)					\$ (207,000)	\$ (23,000)		\$ (230,000)
	6	SH26B 13.69-13.71 (Alameda Ave) / Pecos St New Masts, 12 inch Overhead, Ped Signals, Vehicle Detection (Denver)					\$ (207,000)	\$ (23,000)		\$ (230,000)
	6	Alameda Ave/Denver St New Masts, 12 inch Overhead, Ped Signals, Vehicle Detection (Lakewood)					\$ (224,550)		\$ (24,950)	\$ (249,500)
	6	Alameda Ave / Harlan St New Masts, 12 inch Overhead, Ped Signals, Vehicle Detection (Lakewood)					\$ (247,050)		\$ (27,450)	\$ (274,500)
	6	SH121A 13.33-13.33 (Wadsworth Blvd)/13th Ave Right In - Right Out Only (Lakewood)					\$ (160,200)	\$ (17,800)		\$ (178,000)
	6	SH121A 12.84-12.84 (Wadsworth Blvd)/9th Ave Reduce Broadside collisions (LT and through) and SB Approach Turns (Lakewood)					\$ (98,100)	\$ (10,900)		\$ (109,000)
										\$ -
										\$ (14,693,568)
	4	CR 56 e/o CR 19 Larimer County					\$ (70,000)			\$ (70,000)
	4	CR 19 n/o CR 56 Larimer County					\$ (290,000)			\$ (290,000)
	5	Sherman St, Monte Vista					\$ (30,000)			\$ (30,000)
	3	River Rd in Grand Junction					\$ (350,000)			\$ (350,000)
	4	Weld County RD 22					\$ (200,000)			\$ (200,000)
	4	Weld County RD 42					\$ (350,000)			\$ (350,000)
	4	Weld County RD 40					\$ (200,000)			\$ (200,000)
	3	SH 40 West of Hayden, Routt County					\$ (270,000)			\$ (270,000)
	3	17 Road, Fruita, Mesa County					\$ (350,000)			\$ (350,000)
	All	TBD/Roll Forward for FY2011					\$ (555,264)			\$ (555,264)
	All	TBD/Roll Forward for Future Structures				\$ (1,346,460)		\$ (104,414)		\$ (1,450,874)
										\$ -
										\$ (4,116,138)
	1	Region "Hot Spot" Money	\$ (262,263)							\$ (262,263)
	2	Region "Hot Spot" Money	\$ (262,263)							\$ (262,263)
	3	Region "Hot Spot" Money	\$ (262,263)							\$ (262,263)
	4	Region "Hot Spot" Money	\$ (262,263)							\$ (262,263)
	5	Region "Hot Spot" Money	\$ (262,263)							\$ (262,263)
	6	Region "Hot Spot" Money	\$ (262,263)							\$ (262,263)
										\$ -
										\$ (1,573,578)
	1	Region "Traffic Signal" Money	\$ (178,237)							\$ (178,237)
	2	Region "Traffic Signal" Money	\$ (178,237)							\$ (178,237)
	3	Region "Traffic Signal" Money	\$ (178,237)							\$ (178,237)
	4	Region "Traffic Signal" Money	\$ (178,237)							\$ (178,237)
	5	Region "Traffic Signal" Money	\$ (178,237)							\$ (178,237)
	6	Region "Traffic Signal" Money	\$ (178,237)							\$ (178,237)
										\$ -
										\$ (1,069,422)
	1	Region "Safety Resurfacing" Money	\$ (627,675)							\$ (627,675)
	2	Region "Safety Resurfacing" Money	\$ (924,214)							\$ (924,214)
	3	Region "Safety Resurfacing" Money	\$ (751,233)							\$ (751,233)
	4	Region "Safety Resurfacing" Money	\$ (1,413,504)							\$ (1,413,504)
	5	Region "Safety Resurfacing" Money	\$ (598,021)							\$ (598,021)
	6	Region "Safety Resurfacing" Money	\$ (627,675)							\$ (627,675)
										\$ -
										\$ (4,942,322)
	All	Engineering Safety Project (TBD)						\$ (8,742)		\$ (8,742)
										\$ -
										\$ -
										\$ -
										\$ -
										\$ -
										\$ (6,742)



# FEDERAL FISCAL YEAR FINANCIAL PROGRAMS: FFY 2011

FY2011 Program	Transportation Commission Safety	RRX	HE/Other	State Highway (Engineer)	Local Funds	OP Incentive	OP Innovative	Base Transportation Safety	Alcohol BAC	Alcohol Incentive	Information System Improvements	FARS	Motorcycle Safety	Prohibit Racial Profiling	State Match (Safety)	FHWA Flex Funds	Cone Zone	MOST & LEAF	Total	
Title 23 USC Funding Source		LS40/LS50	LS20/LS30	(HAA402)	(HAA0000)	(Sec 157a)	(Sec 157b)	(Sec 402)	(Sec 163)	(Sec 410)	(Sec 408)		(Sec 2010)	(Sec 1906)	(State)	(FHWA)	(State)	(State)		
FY2011 Fed/State/Local (Un-Matched Funds)		\$ 2,125,414	\$ 13,024,684	\$ 1,557,666																\$ 16,707,764
Transportation Commission Safety Funds	\$ 73,448,432																			\$ 73,448,432
Transferred to Regions for MLOS Signing and Striping	\$ (65,563,000)																			\$ (65,563,000)
Estimated Carryover/Savings		\$ 26,291																		\$ 26,291
Sub-Total	\$ 7,885,432	\$ 2,151,705	\$ 13,024,684	\$ 1,557,666	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24,619,487
Rockfall (RFM)	\$ (2,126,273)																			\$ (2,126,273)
Hazard Elimination (HAZ/HRR)			\$ (13,024,684)	\$ (1,292,292)	\$ (154,894)															\$ (14,471,870)
Rail Crossings (RAG/RGS)		\$ (2,151,705)		\$ (110,480)																\$ (2,262,185)
Hot Spots (HOT)	\$ (1,450,194)																			\$ (1,450,194)
Traffic Signals (SGN)	\$ (985,572)																			\$ (985,572)
Safety Needs/Resurfacing (SAE)	\$ (3,323,393)																			\$ (3,323,393)
Engineering Safety (SAF)				\$ (154,894)																\$ (154,894)
Sub-Total	(7,885,432)	(2,151,705)	(13,024,684)	(1,557,666)	(154,894)	-	-	(2,157,666)	-	-	-	-	-	-	-	-	-	-	-	(24,774,381)
Planning, Administration, and Operations (Traffic Analysis)																				\$ -
Sub-Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Prohibit Racial Profiling																				\$ -
Sub-Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Traffic Records																				\$ -
Sub-Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Impaired Driving																				\$ -
Young Drivers																				\$ -
Occupant Protection																				\$ -
Motorcycle Safety																				\$ -
Cone Zone																				\$ -
Public Information and Education																				\$ -
Safe Communities																				\$ -
Bicycle/Pedestrian Safety																				\$ -
Roadway Safety Traffic Engineering																				\$ -
Sub-Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Balance	\$ -	\$ -	\$ -	\$ -	\$ (154,894)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (154,894)

FEDERAL FISCAL YEAR FINANCIAL PROGRAMS

FY2011 Program	Region	Description	Transportation	Railroad	Railroad	High Risk	Hazard	State	Local	Total
			Commission	Grade	At-Grade	Rural Roads	Elimination	Highway	Match <sup>3</sup>	
			Safety	Separation	At-Grade	Rural Roads	Elimination	Highway	Match	
Title 23 USC Fund Source			LS40	LS50	LS20	LS30	(402)			
Safety Pool Source			RFMS/AE/SAF	RGS	RAG	HRR	HAZ	Match	Match	
Rockfall (RFM)	All	Annual Rockfall Program (Administered by HQ Materials Lab)	\$ (2,126,273)							\$ (2,126,273)
		Region Projects								\$ -
	1	SH70A 193.5-194.75 west of Copper Mountain DSMD sign, rumble strips, and guardrail					\$ (185,400)	\$ (20,600)		\$ (206,000)
	1	SH119A 17.25-18.25 Signing, Rumble Strips, Shoulder Widening, and Safety edge					\$ (18,000)	\$ (2,000)		\$ (20,000)
	1	SH285D 197.25-202 Northbound-Signing, Rumble Strips, Shoulder Widening, and Safety edge					\$ (234,000)	\$ (26,000)		\$ (260,000)
	1	SH483A 38.81-41.21 Signing, Rumble Strips, Shoulder Widening, and Safety edge					\$ (168,500)	\$ (18,500)		\$ (185,000)
	1	SH70A 242.25-243.25 East near the Hidden Valley Interchange DSMD sign and rumble strips					\$ (29,700)	\$ (3,300)		\$ (33,000)
	1	SH285D 189.25-191.75 Northbound-Signing, Rumble Strips, Shoulder Widening, and Safety edge					\$ (47,700)	\$ (5,300)		\$ (53,000)
	1	SH285D 245.5-247.5 near C-470 Rumble Strips and Headlight glare screen posts on median					\$ (135,000)	\$ (15,000)		\$ (150,000)
	1	SH70A 197.25-200.25 east of Copper Mountain Guardrail					\$ (162,000)	\$ (18,000)		\$ (180,000)
	1	SH285D 166.54-167.54 near Fairplay Rumble Strips, Shoulder Widening, and Safety edge					\$ (93,900)	\$ (10,100)		\$ (101,000)
	1	Region HES Projects (Region Available)					\$ (37,898)	\$ (4,211)		\$ (42,109)
	2	SH25A 74-77 MP 74 to MP 77 Median Cable Rail					\$ (630,000)	\$ (70,000)		\$ (700,000)
	2	SH45A 5.1-8.5 (Pueblo Blvd) MP 5.10 - 8.50 Install Median Cable Rail or Raised Median					\$ (1,330,000)	\$ (170,000)		\$ (1,700,000)
	3	SH6C 37.16-37.17 West Arm Signal Upgrade Mast Arm Replacements/general signal upgrades					\$ (495,000)	\$ (55,000)		\$ (550,000)
	3	Region HES Projects (Region Available)					\$ (219,190)	\$ (24,354)		\$ (243,544)
	4	SH85C 235-242 from Brighton to Ft Lupton Installing Median Cable Rail in Depressed Median					\$ (729,000)	\$ (81,000)		\$ (810,000)
	4	Region HES Projects (Region Available)					\$ (248,919)	\$ (27,658)		\$ (276,577)
	5	Region HES Projects (Region Available)					\$ (526,160)	\$ (58,018)		\$ (580,178)
	6	30A 1.41 to 1.51 - SH 30 / Verbena St Raised Median					\$ (90,000)	\$ (10,000)		\$ (100,000)
	6	88A 3.94 to 4.42 - SH 88 / Iliff Ave to Jewell Ave Raised Median					\$ (432,000)	\$ (48,000)		\$ (480,000)
	6	287C 295.31 to 295.35 - US 287 (120th Ave) / Perry St 3/4 access to prevent roadside accidents					\$ (45,000)	\$ (5,000)		\$ (50,000)
	6	83A 70.88 to 71.08 - SH 83 / Peoria St to Dartmouth Ave Raised Median					\$ (171,000)	\$ (19,000)		\$ (190,000)
	6	391A 7.41 to 7.49 - SH 391 / 27th Ave Restrict Turn Movements					\$ (54,000)	\$ (6,000)		\$ (60,000)
	6	95A 12.88 to 13.11 - SH 95 / 78th Ave to 80th Ave Raised Median					\$ (225,000)	\$ (25,000)		\$ (250,000)
	6	30A 4.29 to 4.52 - SH 30 / Iliff Ave to Evans Ave Raised Median					\$ (207,000)	\$ (23,000)		\$ (230,000)
	6	30A 5.48 to 6.02 - SH 30 / Idaho to Kentucky Raised Median					\$ (513,000)	\$ (57,000)		\$ (570,000)
	6	30A 6.53 to 7.07 - SH 30 / Onaide St to Tamarac St Raised Median					\$ (477,000)	\$ (53,000)		\$ (530,000)
	6	30A 4.48 to 4.58 - SH 30 / Evans Ave Raised Median					\$ (90,000)	\$ (10,000)		\$ (100,000)
	6	177A 0.81 to 1.14 - SH 177 / Jamison Ave to Knolls Way Raised Median					\$ (315,000)	\$ (35,000)		\$ (350,000)
	6	30A 10.06 to 10.16 - SH 30, Billings St to Dillon Wy Raised Median					\$ (85,500)	\$ (9,500)		\$ (95,000)
	6	30A 6.44 to 6.53 - SH 30 / Virginia Ave Raised Median					\$ (90,000)	\$ (10,000)		\$ (100,000)
	6	30A 4.61 to 4.71 - SH 30 / Asbury Ave Raised Median					\$ (90,000)	\$ (10,000)		\$ (100,000)
		Local Projects								\$ -
	3	SH6A 15.13-15.13 SH 006/SH 139 Add New Signals and Modify Geometry (Mesa County) (Construction)					\$ (450,000)	\$ (50,000)		\$ (500,000)
	4	CR 74E 1/2 mile west of milepost 12 Install guardrail (Larimer County)					\$ (58,050)	\$ (6,450)		\$ (64,500)
	4	Boyd Lake Ave / 5th St Install guardrail, centerline rumblestrips, and speed alert VMS (Loveland)					\$ (90,000)	\$ (10,000)		\$ (100,000)
	4	CR 35E between milepost 8.0 and 9.0 Replace culvert, remove boulders and flatten side slopes (Larimer County)					\$ (109,890)	\$ (12,210)		\$ (122,100)
	4	SH257A 3.1-3.2 at 37th St Install signals, turn lanes for all approaches (Greeley)					\$ (426,150)	\$ (47,350)		\$ (473,500)
	4	Weld County Rd 34 / Weld County Rd 17 Roadway - Geometric Improvements (Weld County)					\$ (155,014)	\$ (17,224)		\$ (172,238)
	4	Local HOS Projects (Local Available)					\$ (201,803)	\$ (22,422)		\$ (224,225)
	6	SH40C 301.62-301.54 (Colfax Ave) / Hudson St New Masts, 12 inch Overhead, Ped Signals, Vehicle Detection (Denver)					\$ (207,000)	\$ (23,000)		\$ (230,000)
	6	SH225A 0.67-0.67 EB Ramp / DTC Blvd New Masts, 12 inch Overhead, Ped Signals, Vehicle Detection (Denver)					\$ (207,000)	\$ (23,000)		\$ (230,000)
	6	SH70A 280.57-280.57 WB Ramps / Havana St New Masts, 12 inch Overhead, Ped Signals, Vehicle Detection (Denver)					\$ (207,000)	\$ (23,000)		\$ (230,000)
	6	SH40C 299.76-299.8 (Colfax Ave) / Elizabeth St New Masts, 12 inch Overhead, Ped Signals, Vehicle Detection (Denver)					\$ (207,000)	\$ (23,000)		\$ (230,000)
	6	SH26B 14.14-14.92 (Alameda Ave) / River Dr New Masts, 12 inch Overhead, Ped Signals, Vehicle Detection (Denver)					\$ (207,000)	\$ (23,000)		\$ (230,000)
	6	SH26B 13.95-13.97 (Alameda Ave) / Lipan St New Masts, 12 inch Overhead, Ped Signals, Vehicle Detection (Denver)					\$ (207,000)	\$ (23,000)		\$ (230,000)
	6	SH95A 0.00-0.30 (Sheridan Blvd) / US 285 EB Ramps New Masts, 12 inch Overhead, Ped Signals, Vehicle Detection (Denver)					\$ (207,000)	\$ (23,000)		\$ (230,000)
	6	SH40C 301.4-301.44 (Colfax Ave) / Glencoe St New Masts, 12 inch Overhead, Ped Signals, Vehicle Detection (Denver)					\$ (207,000)	\$ (23,000)		\$ (230,000)
	6	SH26B 12.94-12.96 (Alameda Ave) / Clay St New Masts, 12 inch Overhead, Ped Signals, Vehicle Detection (Denver)					\$ (207,000)	\$ (23,000)		\$ (230,000)
	6	SH95A 6.9-6.92 (Sheridan Blvd) / 26th Ave, Bryant Place New Masts, 12 inch Overhead, Ped Signals, Vehicle Detection (Denver)					\$ (207,000)	\$ (23,000)		\$ (230,000)
	6	SH6H 291.85-291.9 (Vasquez Blvd) / 52nd Ave New Masts, 12 inch Overhead, Ped Signals, Vehicle Detection (Denver)					\$ (207,000)	\$ (23,000)		\$ (230,000)
	6	Ralston Rd / Garrison St (Arvada)					\$ (288,000)	\$ (32,000)		\$ (320,000)
	6	SH391A 3.21-3.21 (Kipling Pkwy) / Mississippi Ave New Masts, 12 inch Overhead, Ped Signals, Vehicle Detection (Lakewood)					\$ (265,860)	\$ (29,540)		\$ (295,400)
	6	SH391A 3.75-3.75 (Kipling Pkwy) / Exposition Ave New Masts, 12 inch Overhead, Ped Signals, Vehicle Detection (Lakewood)					\$ (224,550)	\$ (24,950)		\$ (249,500)
	6	SH391A 0.02-0.02 (Kipling Pkwy) / US 285 EB Off Ramp All EB (Vehicle 1) at intersection and EB off ramp (Lakewood)					\$ (112,500)	\$ (12,500)		\$ (125,000)
										\$ -
										\$ (14,471,871)
	4	US 34 e/o CR 13 (G/RR)					\$ (650,000)			\$ (650,000)
	4	SH 34 e/o I-25 (UPRR)					\$ (750,000)			\$ (750,000)
	2	Vision Lane, Pueblo County					\$ (300,000)			\$ (300,000)
	All	TBD/Roll Forward to FY2012					\$ (79,814)			\$ (79,814)
	All	Roll forward for Future Structures TBD					\$ (2,987,156)	\$ (110,480)		\$ (3,097,636)
							\$ (2,987,156)	\$ (1,779,814)		\$ (4,766,970)
	1	Region "Hot Spot" Money	\$ (241,699)							\$ (241,699)
	2	Region "Hot Spot" Money	\$ (241,699)							\$ (241,699)
	3	Region "Hot Spot" Money	\$ (241,699)							\$ (241,699)
	4	Region "Hot Spot" Money	\$ (241,699)							\$ (241,699)
	5	Region "Hot Spot" Money	\$ (241,699)							\$ (241,699)
	6	Region "Hot Spot" Money	\$ (241,699)							\$ (241,699)
										\$ -
										\$ (1,450,184)
	1	Region "Traffic Signal" Money	\$ (164,262)							\$ (164,262)
	2	Region "Traffic Signal" Money	\$ (164,262)							\$ (164,262)
	3	Region "Traffic Signal" Money	\$ (164,262)							\$ (164,262)
	4	Region "Traffic Signal" Money	\$ (164,262)							\$ (164,262)
	5	Region "Traffic Signal" Money	\$ (164,262)							\$ (164,262)
	6	Region "Traffic Signal" Money	\$ (164,262)							\$ (164,262)
										\$ -
										\$ (985,572)
	1	Region "Safety Resurfacing" Money	\$ (448,658)							\$ (448,658)
	2	Region "Safety Resurfacing" Money	\$ (638,091)							\$ (638,091)
	3	Region "Safety Resurfacing" Money	\$ (465,275)							\$ (465,275)
	4	Region "Safety Resurfacing" Money	\$ (980,401)							\$ (980,401)
	5	Region "Safety Resurfacing" Money	\$ (395,484)							\$ (395,484)
	6	Region "Safety Resurfacing" Money	\$ (395,484)							\$ (395,484)
										\$ (3,323,393)
	All	Other Safety Project (TBD)	\$ -					\$ (100,305)		\$ (100,305)
										\$ -
										\$ -
										\$ -
										\$ -
										\$ -
										\$ (100,305)

FEDERAL FISCAL YEAR FINANCIAL PROGRAMS

FY2011 Program	Description	OP Incentive	OP Innovative	Transportation Safety	AL BAC	AL Incentive	Information System Improvements	FARS	Motorcycle Safety	Prohibit Racial Profiling	State Match for 402 (Safety)	FHWA Flex Funds	Cone Zone	MOST & LEAF	Total	Local Benefit	Agency Match
		(Sec 157.)	(Sec 157.)	(Sec 402)	(Sec 163)	(Sec 410)	(Sec 408)	(Sec 2010)	(Sec 1906)	(FHWA)	(State)	(State)					
Planning, Administration, and Operations (Traffic Analysis)	09-11-97-01 Planning & Administration														\$ -	\$ -	\$ -
	09-12-98-01 Program Support- Impaired Driving														\$ -	\$ -	\$ -
	09-12-98-02 Program Support- Occupant Protection														\$ -	\$ -	\$ -
	09-12-98-03 Program Support- Roadway Engineering Safety														\$ -	\$ -	\$ -
	09-12-98-04 Program Support- Traffic Records														\$ -	\$ -	\$ -
	09-01-11-12 Program Support- LEAF														\$ -	\$ -	\$ -
	09-07-71-01 Program Support- MOST														\$ -	\$ -	\$ -
	09-08-81-01 Program Support- Media Alcohol														\$ -	\$ -	\$ -
09-08-81-02 Program Support- Media Occupant Protection														\$ -	\$ -	\$ -	
Traffic Records (Includes CDOT Staff)	09-04-41-01 EMS and Trauma Registry Data	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	09-04-41-02 Transfer of City and County Accident Reports to DOR														\$ -	\$ -	\$ -
	09-04-41-03 Electronic Citations														\$ -	\$ -	\$ -
	09-04-41-04 Traffic Records System Enhancements														\$ -	\$ -	\$ -
	09-04-41-05 2009 Traffic Records Enhancements														\$ -	\$ -	\$ -
	09-04-41-06 Virtual Data Warehouse														\$ -	\$ -	\$ -
	09-04-41-08 Program and Publication Support														\$ -	\$ -	\$ -
	09-12-98-04 Technology Transfer														\$ -	\$ -	\$ -
	09-06-61-14 2010 Problem ID														\$ -	\$ -	\$ -
	09-06-61-15 Annual Report														\$ -	\$ -	\$ -
	FARS														\$ -	\$ -	\$ -
	TED														\$ -	\$ -	\$ -
Impaired Driving	09-01-11-01 DUI Enforcement Training														\$ -	\$ -	\$ -
	09-01-11-02 Littered Impaired Crash Reduction														\$ -	\$ -	\$ -
	09-01-11-03 Southwest Colorado DUI Courts														\$ -	\$ -	\$ -
	09-01-11-04 Traffic Safety Resource Prosecutor														\$ -	\$ -	\$ -
	09-01-11-06 Mothers Against Drunk Driving (MADD)														\$ -	\$ -	\$ -
	09-01-11-07 Drug Recognition Expert (DRE) Training														\$ -	\$ -	\$ -
	09-01-11-08 DRE Tech Transfer- National Impaired Driving Conference														\$ -	\$ -	\$ -
	09-01-11-09 Impaired Driving Overtime Enforcement														\$ -	\$ -	\$ -
	09-01-11-10 Impaired Driving Technology Transfer														\$ -	\$ -	\$ -
	09-01-11-11 DUI Checkpoint Colorado														\$ -	\$ -	\$ -
	09-01-11-12 LEAF- DUI Enforcement														\$ -	\$ -	\$ -
	09-01-11-13 Law Enforcement Coordinator														\$ -	\$ -	\$ -
	09-01-11-14 Enhancement Capacity for DUI Enforcement														\$ -	\$ -	\$ -
	09-01-11-15 Continued Enforcement of New Speed Limits on I-25														\$ -	\$ -	\$ -
09-01-11-16 College and University Impaired Driving Prevention														\$ -	\$ -	\$ -	
09-01-11-17 Standard Field Sobriety Test (SFST) & DRE Assessment														\$ -	\$ -	\$ -	
Young Drivers	09-09-91-02 Evaluating Youth Diversion Programs														\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Occupant Protection	09-06-61-01 Southwest Colorado Occupant Protection														\$ -	\$ -	\$ -
	09-06-61-02 Child Passenger Safety Education and Outreach														\$ -	\$ -	\$ -
	09-06-61-03 Occupant Protection for Mesa County Youth														\$ -	\$ -	\$ -
	09-06-61-04 Denver Latino Community Occupant Protection														\$ -	\$ -	\$ -
	09-06-61-05 African American Occupant Protection														\$ -	\$ -	\$ -
	09-06-61-06 Think First Child Passenger Safety														\$ -	\$ -	\$ -
	09-06-61-07 Use Mountain Use Child Passenger Safety														\$ -	\$ -	\$ -
	09-06-61-08 Occupant Protection Technology Transfer														\$ -	\$ -	\$ -
	09-06-61-09 Pueblo and San Luis Latino Occupant Protection														\$ -	\$ -	\$ -
	09-06-61-10 Denver Metro Teen Traffic Safety Challenge														\$ -	\$ -	\$ -
	09-06-61-11 Occupant Protection Enforcement(CSP)														\$ -	\$ -	\$ -
	09-06-61-12 Occupant Protection Enforcement/Various (100+)														\$ -	\$ -	\$ -
	09-06-61-13 Larimer County Teen Motor Vehicle Safety														\$ -	\$ -	\$ -
09-06-61-16 Western Rural Traffic Safety- WRETAC														\$ -	\$ -	\$ -	
09-06-61-17 Annual Seat Belt Surveys														\$ -	\$ -	\$ -	
Motorcycle Safety	09-07-71-01 Motorcycle Operator Safety Training (MOST)														\$ -	\$ -	\$ -
	09-07-71-02 Operation Save A Life														\$ -	\$ -	\$ -
	09-07-71-03 Motorcycle Safety Education & Accident Prevention														\$ -	\$ -	\$ -
Cone Zone	09-02-21-03 Cone Zone														\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Public Information and Education	09-08-81-03 High Visibility DUI Enforcement PR/Evaluation														\$ -	\$ -	\$ -
	09-08-81-04 High Visibility DUI Enforcement - Paid Media														\$ -	\$ -	\$ -
	09-08-81-05 High Visibility DUI Enforcement - Latino Community Focus														\$ -	\$ -	\$ -
	09-08-81-07 Click It or Ticket and Seat Belts - PR/Evaluation														\$ -	\$ -	\$ -
	09-08-81-08 Click It or Ticket and Seat Belts - Paid Media														\$ -	\$ -	\$ -
	09-08-81-09 Click It or Ticket and Seat Belts - Minority Community Focus														\$ -	\$ -	\$ -
	09-08-81-10 Cone Zone Public Relations														\$ -	\$ -	\$ -
	09-08-81-11 Teen Driving and GDL Law														\$ -	\$ -	\$ -
09-08-81-12 Child Passenger Safety/Tween Seat Belt														\$ -	\$ -	\$ -	
09-08-81-13 Motorcycle Safety														\$ -	\$ -	\$ -	
Safe Communities	09-09-91-03 Traffic Safety Calendar														\$ -	\$ -	\$ -
	09-09-91-04 Traffic Safety Summit and Enforcement Recognition														\$ -	\$ -	\$ -
	09-09-91-05 Pueblo County Motor Vehicle Safety Project														\$ -	\$ -	\$ -
	09-09-91-06 Elbert County Seat Belt Initiative														\$ -	\$ -	\$ -
09-09-91-07 Yuma County Community Outreach														\$ -	\$ -	\$ -	
Bicycle/Pedestrian Safety	09-10-95-01 Pedestrian Safety & Buckle Up for Love														\$ -	\$ -	\$ -
	09-10-95-02 Skills on Wheels & Tween Safety														\$ -	\$ -	\$ -
Roadway Safety Traffic Engineering	09-05-51-01 Traffic Safety Engineering Studies for Local Entities														\$ -	\$ -	\$ -
	09-05-51-02 Signs for Small Communities														\$ -	\$ -	\$ -
	09-05-51-03 Traffic Engineering Seminars														\$ -	\$ -	\$ -
	09-05-51-04 CLTAP - Flagler Certification														\$ -	\$ -	\$ -
	09-05-51-05 Traffic and Highway Engineering Training														\$ -	\$ -	\$ -
	09-05-51-06 Maintenance Incentive Program														\$ -	\$ -	\$ -
	09-05-51-07 Information Brochures and Technical Reference Materials														\$ -	\$ -	\$ -

# FEDERAL FISCAL YEAR FINANCIAL PROGRAMS: FFY 2012

FY2012 Program	Transportation Commission Safety	RRX	HE/Other	State Highway (Engineer)	Local Funds	OP Incentive	OP Innovative	Base Transportation Safety	Alcohol BAC	Alcohol Incentive	Information System Improvements	FARS	Motorcycle Safety	Prohibit Racial Profiling	State Match (Safety)	FHWA Flex Funds	Cone Zone	MOST & LEAF	Total	
Title 23 USC Funding Source		LS40/LS50	LS20/LS30	(HAA402)	(HAA0000)	(Sec 157a)	(Sec 157e)	(Sec 402)	(Sec 163)	(Sec 410)	(Sec 408)		(Sec 2010)	(Sec 1906)	(State)	(FHWA)	(State)	(State)		
FY2012 Fed/State/Local (Un-Matched Funds)		\$ 2,203,537	\$ 13,730,790	\$ 1,641,619	\$ 186,556															\$ 17,762,502
Transportation Commission Safety Funds	\$ 78,844,420																			\$ 78,844,420
Transferred to Regions for MLOS Signing and Striping	\$ (66,990,000)																			\$ (66,990,000)
Estimated Carryover/Savings		\$ 26,291																		\$ 26,291
<b>Sub-Total</b>	<b>\$ 11,854,420</b>	<b>\$ 2,229,828</b>	<b>\$ 13,730,790</b>	<b>\$ 1,641,619</b>	<b>\$ 186,556</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 29,643,213</b>
Rockfall (RFM)	\$ (3,248,016)																			\$ (3,248,016)
Hazard Elimination (HAZ/HRR)			\$ (14,177,975)	\$ (1,388,774)	\$ (186,556)															\$ (15,753,305)
Rail Crossings (RAG/RGS)		\$ (2,229,828)		\$ (115,976)																\$ (2,345,804)
Hot Spots (HOT)	\$ (2,167,152)																			\$ (2,167,152)
Traffic Signals (SGN)	\$ (1,472,820)																			\$ (1,472,820)
Safety Needs/Resurfacing (SAE)	\$ (4,966,432)																			\$ (4,966,432)
Engineering Safety (SAF)				\$ (136,869)																\$ (136,869)
<b>Sub-Total</b>	<b>(11,854,420)</b>	<b>(2,229,828)</b>	<b>(14,177,975)</b>	<b>(1,641,619)</b>	<b>(186,556)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(30,090,398)</b>
Planning, Administration, and Operations (Traffic Analysis)																				\$ -
<b>Sub-Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$ -</b>
Prohibit Racial Profiling																				\$ -
<b>Sub-Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$ -</b>
Traffic Records																				\$ -
<b>Sub-Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$ -</b>
Impaired Driving																				\$ -
Young Drivers																				\$ -
Occupant Protection																				\$ -
Motorcycle Safety																				\$ -
Cone Zone																				\$ -
Public Information and Education																				\$ -
Safe Communities																				\$ -
Bicycle/Pedestrian Safety																				\$ -
Roadway Safety Traffic Engineering																				\$ -
<b>Sub-Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$ -</b>
<b>Balance</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ (447,185)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ (447,185)</b>

FEDERAL FISCAL YEAR FINANCIAL PROGRAMS

FY2012 Program		Region	Description	Transportation Commission Safety	Railroad Grade Separation	Railroad At-Grade	High Risk Rural Roads	Hazard Elimination	State Highway	Local Match*	Total
Title 23 USC Fund Source					LS40	LS50	LS20	LS30	(402)		
Safety Pool Source				RFM/SAE/SAF	RGS	RAG	HRR	HAZ	Match	Match	
<b>Rockfall (RFM)</b>		All	Annual Rockfall Program (Administered by HQ Materials Lab)	\$ (3,248,016)							\$ (3,248,016)
<b>Hazard Elimination (HAZ/HRR)</b>			<b>Region Projects</b>								\$ -
	1		Region HES Projects (Region Available)					\$ (1,167,117)	\$ (129,680)		\$ (1,296,797)
	2		SH50B MP 332 to MP 349 Median & Shoulder Rumble Strips					\$ (135,000)	\$ (15,000)		\$ (150,000)
	2		SH25A MP 0.00 to MP 5.00 MBGR Guardrail - Connect Segments and Extend Others					\$ (270,000)	\$ (30,000)		\$ (300,000)
	2		SH50B MP 305.80-311.40 Install median cablerail (Design 2012 - Const 2013)					\$ (1,833,120)	\$ (203,679)		\$ (2,036,799)
	3		SH131B 49.65-49.76 Guardrail Placement South of Oak Creek Guardrail - Installation					\$ (72,000)	\$ (8,000)		\$ (80,000)
	3		Region HES Projects (Region Available)					\$ (147,441)	\$ (16,382)		\$ (163,823)
	4		SH61A 32.2-40.99 Shoulder Widening Shoulder Widening					\$ (675,000)	\$ (75,000)		\$ (750,000)
	4		Region HES Projects (Region Available)					\$ (355,935)	\$ (39,548)		\$ (395,483)
	6		Region HES Projects (Region Available)					\$ (312,606)	\$ (34,734)		\$ (347,340)
	6		83A 71.82 to 72 - SH 83 / Yale Ave to Havana St Raised Median					\$ (130,500)	\$ (14,500)		\$ (145,000)
	6		83A 74.85 to 75.18 - SH 83 / Quebec St to Oneida St Raised Median					\$ (252,000)	\$ (28,000)		\$ (280,000)
	6		83A 75.5 to 75.59 - SH 83 / Monaco to Exposition Raised Median					\$ (94,500)	\$ (10,500)		\$ (105,000)
	6		70A 273 to 273.39 - I-70 at Pecos St EB on ramp Ramp Metering					\$ (180,000)	\$ (20,000)		\$ (200,000)
	6		2A 1.01 to 1.75 - SH 2 (Colorado Blvd), Yale Ave to Evans Ave Raised Median					\$ (675,000)	\$ (75,000)		\$ (750,000)
	6		88B 20.4 to 20.6 - SH 88 / Jordan Rd Signal Upgrade					\$ (450,000)	\$ (50,000)		\$ (500,000)
	6		70A 272.01 to 272.39 - I-70 at Federal Blvd EB on ramp Ramp Metering					\$ (180,000)	\$ (20,000)		\$ (200,000)
	6		70A 281.56 to 281.95 - SH 70 / Peoria Ave EB On-Ramp Ramp Metering					\$ (180,000)	\$ (20,000)		\$ (200,000)
	6		121A 3.96 to 4.16 - SH 121 / Parkhill Ave Signal Upgrade					\$ (450,000)	\$ (50,000)		\$ (500,000)
	6		121A 6.44 to 6.64 - SH 121 / Quincy Ave Signal Upgrade					\$ (450,000)	\$ (50,000)		\$ (500,000)
	6		128B 13.1 to 13.3 - SH 128 / Pecos St Signal Upgrade					\$ (450,000)	\$ (50,000)		\$ (500,000)
			<b>Local Projects</b>								\$ -
	3		SH82A 18.88-18.88 at JW Dr / Valley Rd Replace Intersection with Roundabout (Eagle County)					\$ (900,000)	\$ (100,000)		\$ (1,000,000)
	4		Region HOS Projects (Local Available)					\$ (795,838)	\$ (89,426)		\$ (884,264)
	4		SH287C 335.18-335.28 287C (Buchanan Ave) / Garfield Ave Signal Upgrade (Loveland)					\$ (301,500)	\$ (33,500)		\$ (335,000)
	5		Region HOS Projects (Local Available)					\$ (332,741)	\$ (36,971)		\$ (369,712)
	6		Region HOS Projects (Local Available)					\$ (447,182)	\$ (49,688)		\$ (496,870)
	6		120th / Colorado Blvd Reduce AT, RE, and SS on Colorado Blvd (Thornton)					\$ (1,920,600)		\$ (213,400)	\$ (2,134,000)
	6		SH121A 23.27-23.7 SH 121 to SB US 287 ramp New Signal, second left turn lane (Broomfield)					\$ (867,592)	\$ (96,399)		\$ (963,991)
											\$ -
											\$ (15,584,079)
<b>Rail Crossings (RAG/RGS)</b>			4 Morgan County Road U at SH 6			\$ (270,000)					\$ (270,000)
	2		Otero County Rd 22			\$ (270,000)					\$ (270,000)
	2		Otero County Rd 17			\$ (270,000)					\$ (270,000)
	2		Otero County Rd 14			\$ (270,000)					\$ (270,000)
	All		TBD/Roll Forward to FY2013			\$ (43,595)					\$ (43,595)
	All		Future Structures TBD			\$ (4,734,555)			\$ (115,976)		\$ (4,850,531)
											\$ (5,974,126)
<b>Hot Spots (HOT)</b>			1 Region "Hot Spot" Money	\$ (361,192)							\$ (361,192)
	2		Region "Hot Spot" Money	\$ (361,192)							\$ (361,192)
	3		Region "Hot Spot" Money	\$ (361,192)							\$ (361,192)
	4		Region "Hot Spot" Money	\$ (361,192)							\$ (361,192)
	5		Region "Hot Spot" Money	\$ (361,192)							\$ (361,192)
	6		Region "Hot Spot" Money	\$ (361,192)							\$ (361,192)
											\$ -
											\$ (2,167,152)
<b>Traffic Signals (SGN)</b>			1 Region "Traffic Signal" Money	\$ (245,470)							\$ (245,470)
	2		Region "Traffic Signal" Money	\$ (245,470)							\$ (245,470)
	3		Region "Traffic Signal" Money	\$ (245,470)							\$ (245,470)
	4		Region "Traffic Signal" Money	\$ (245,470)							\$ (245,470)
	5		Region "Traffic Signal" Money	\$ (245,470)							\$ (245,470)
	6		Region "Traffic Signal" Money	\$ (245,470)							\$ (245,470)
											\$ -
											\$ (1,472,820)
<b>Safety Needs/Resurfacing (SAE)</b>			1 Region "Safety Resurfacing" Money	\$ (640,670)							\$ (640,670)
	2		Region "Safety Resurfacing" Money	\$ (943,622)							\$ (943,622)
	3		Region "Safety Resurfacing" Money	\$ (695,300)							\$ (695,300)
	4		Region "Safety Resurfacing" Money	\$ (1,509,795)							\$ (1,509,795)
	5		Region "Safety Resurfacing" Money	\$ (595,972)							\$ (595,972)
	6		Region "Safety Resurfacing" Money	\$ (581,073)							\$ (581,073)
											\$ -
											\$ (4,966,432)
<b>Engineering Safety (SAF)</b>		All	Other Safety Project (TBD)	\$ -					\$ (180,636)		\$ (180,636)
											\$ -
											\$ -
											\$ -
											\$ -
											\$ -
											\$ -
											\$ (180,636)

FEDERAL FISCAL YEAR FINANCIAL PROGRAMS

FY2012 Program	Description	OP Incentive	OP Innovative	Transportation Safety	AL BAC	AL Incentive	Information System Improvements	FARS	Motorcycle Safety	Prohibit Racial Profiling	State Match for 402 (Safety)	FHWA Flex Funds	Cone Zone	MOST & LEAF	Total	Local Benefit	Agency Match
		(Sec 157a)	(Sec 157a)	(Sec 402)	(Sec 163)	(Sec 410)	(Sec 408)		(Sec 2010)	(Sec 1906)		(FHWA)	(State)	(State)			
Planning, Administration, and Operations (Traffic Analysis)	09-11-07-01 Planning & Administration														\$ -	\$ -	\$ -
	09-12-98-01 Program Support- Impaired Driving														\$ -	\$ -	\$ -
	09-12-98-02 Program Support- Occupant Protection														\$ -	\$ -	\$ -
	09-12-98-03 Program Support- Roadway Engineering Safety														\$ -	\$ -	\$ -
	09-12-98-04 Program Support- Traffic Records														\$ -	\$ -	\$ -
	09-01-11-12 Program Support- LEAF														\$ -	\$ -	\$ -
	09-07-71-01 Program Support- MOST														\$ -	\$ -	\$ -
	09-08-81-01 Program Support- Media Alcohol														\$ -	\$ -	\$ -
09-08-81-02 Program Support- Media Alcohol Protection														\$ -	\$ -	\$ -	
Traffic Records (Includes CDOT Staff)	09-04-41-01 EMS and Trauma Registry Data														\$ -	\$ -	\$ -
	09-04-41-02 Transfer of City and County Accident Reports to DOR														\$ -	\$ -	\$ -
	09-04-41-03 Electronic Citations														\$ -	\$ -	\$ -
	09-04-41-04 Traffic Records System Enhancements														\$ -	\$ -	\$ -
	09-04-41-05 2006 Traffic Records Enhancements														\$ -	\$ -	\$ -
	09-04-41-06 Virtual Data Warehouse														\$ -	\$ -	\$ -
	09-04-41-08 Program and Publication Support														\$ -	\$ -	\$ -
	09-12-98-04 Technology Transfer														\$ -	\$ -	\$ -
	09-06-61-14 2010 Problem ID														\$ -	\$ -	\$ -
	09-06-61-15 Annual Report														\$ -	\$ -	\$ -
FARS														\$ -	\$ -	\$ -	
TBD														\$ -	\$ -	\$ -	
Impaired Driving	09-01-11-01 DUI Enforcement Training														\$ -	\$ -	\$ -
	09-01-11-02 Littleton Impaired Crash Reduction														\$ -	\$ -	\$ -
	09-01-11-03 Southwest Colorado DUI Courts														\$ -	\$ -	\$ -
	09-01-11-04 Traffic Safety Resource Prosecutor														\$ -	\$ -	\$ -
	09-01-11-06 Mothers Against Drunk Driving (MADD)														\$ -	\$ -	\$ -
	09-01-11-07 Drug Recognition Expert (DRE) Training														\$ -	\$ -	\$ -
	09-01-11-08 DRE Tech Transfer- National Impaired Driving Conference														\$ -	\$ -	\$ -
	09-01-11-09 Impaired Driving Overtime Enforcement														\$ -	\$ -	\$ -
	09-01-11-10 Impaired Driving Technology Transfer														\$ -	\$ -	\$ -
	09-01-11-11 DUI Checkpoint Colorado														\$ -	\$ -	\$ -
	09-01-11-12 LEAF- DUI Enforcement														\$ -	\$ -	\$ -
	09-01-11-13 Law Enforcement Coordinator														\$ -	\$ -	\$ -
	09-01-11-14 Enhancement Capacity for DUI Enforcement														\$ -	\$ -	\$ -
09-01-11-15 Continued Enforcement of New Speed Limits on I-25														\$ -	\$ -	\$ -	
09-01-11-16 College and University Impaired Driving Prevention														\$ -	\$ -	\$ -	
09-01-11-17 Standard Field Sobriety Test (SFST) & DRE Assessment														\$ -	\$ -	\$ -	
Young Drivers	09-09-91-02 Evaluating Youth Diversion Programs														\$ -	\$ -	\$ -
															\$ -	\$ -	\$ -
Occupant Protection	09-06-61-01 Southwest Colorado Occupant Protection														\$ -	\$ -	\$ -
	09-06-61-02 Child Passenger Safety Education and Outreach														\$ -	\$ -	\$ -
	09-06-61-03 Occupant Protection for Mesa County Youth														\$ -	\$ -	\$ -
	09-06-61-04 Denver Latino Community Occupant Protection														\$ -	\$ -	\$ -
	09-06-61-05 African American Occupant Protection														\$ -	\$ -	\$ -
	09-06-61-06 Think First: Child Passenger Safety														\$ -	\$ -	\$ -
	09-06-61-07 Use Mountain Ute Child Passenger Safety														\$ -	\$ -	\$ -
	09-06-61-08 Occupant Protection Technology Transfer														\$ -	\$ -	\$ -
	09-06-61-09 Pueblo and San Luis Latino Occupant Protection														\$ -	\$ -	\$ -
	09-06-61-10 Denver Metro Teen Traffic Safety Challenge														\$ -	\$ -	\$ -
	09-06-61-11 Occupant Protection Enforcement/CSP														\$ -	\$ -	\$ -
	09-06-61-12 Occupant Protection Enforcement/Various (100+)														\$ -	\$ -	\$ -
	09-06-61-13 Larimer County Teen Motor Vehicle Safety														\$ -	\$ -	\$ -
09-06-61-16 Western Rural Traffic Safety- WRETAC														\$ -	\$ -	\$ -	
09-06-61-17 Annual Seat Belt Surveys														\$ -	\$ -	\$ -	
Motorcycle Safety	09-07-71-01 Motorcycle Operator Safety Training (MOST)														\$ -	\$ -	\$ -
	09-07-71-02 Operation Save A Life														\$ -	\$ -	\$ -
	09-07-71-03 Motorcycle Safety Education & Accident Prevention														\$ -	\$ -	\$ -
Cone Zone	09-02-21-03 Cone Zone														\$ -	\$ -	\$ -
															\$ -	\$ -	\$ -
Public Information and Education	09-08-81-03 High Visibility DUI Enforcement PR/Evaluation														\$ -	\$ -	\$ -
	09-08-81-04 High Visibility DUI Enforcement - Paid Media														\$ -	\$ -	\$ -
	09-08-81-05 High Visibility DUI Enforcement - Latino Community Focus														\$ -	\$ -	\$ -
	09-08-81-07 Click It or Ticket and Seat Belts - PR/Evaluation														\$ -	\$ -	\$ -
	09-08-81-08 Click It or Ticket and Seat Belts - Paid Media														\$ -	\$ -	\$ -
	09-08-81-09 Click It or Ticket and Seat Belts - Minority Community Focus														\$ -	\$ -	\$ -
	09-08-81-10 Cone Zone Public Relations														\$ -	\$ -	\$ -
	09-08-81-11 Teen Driving and GDL Law														\$ -	\$ -	\$ -
09-08-81-12 Child Passenger Safety/Tween Seat Belt														\$ -	\$ -	\$ -	
09-08-81-13 Motorcycle Safety														\$ -	\$ -	\$ -	
Safe Communities	09-09-91-03 Traffic Safety Calendar														\$ -	\$ -	\$ -
	09-09-91-04 Traffic Safety Summit and Enforcement Recognition														\$ -	\$ -	\$ -
	09-09-91-05 Pueblo County Motor Vehicle Safety Project														\$ -	\$ -	\$ -
	09-09-91-06 Elbert County Seat Belt Initiative														\$ -	\$ -	\$ -
	09-09-91-07 Yuma County Community Outreach														\$ -	\$ -	\$ -
Bicycle/Pedestrian Safety	09-10-95-01 Pedestrian Safety & Buckle Up for Love														\$ -	\$ -	\$ -
	09-10-95-02 Skills on Wheels & Tween Safety														\$ -	\$ -	\$ -
Roadway Safety Traffic Engineering	09-05-51-01 Traffic Safety Engineering Studies for Local Entities														\$ -	\$ -	\$ -
	09-05-51-02 Signs for Small Communities														\$ -	\$ -	\$ -
	09-05-51-03 Traffic Engineering Seminars														\$ -	\$ -	\$ -
	09-05-51-04 CLTAP - Flagler Certification														\$ -	\$ -	\$ -
	09-05-51-05 Traffic and Highway Engineering Training														\$ -	\$ -	\$ -
	09-05-51-06 Maintenance Incentive Program														\$ -	\$ -	\$ -
	09-05-51-07 Information Brochures and Technical Reference Materials														\$ -	\$ -	\$ -

# FEDERAL FISCAL YEAR FINANCIAL PROGRAMS: FFY 2013

FY2013 Program	Transportation Commission Safety	RRX	HE/Other	State Highway (Engineer)	Local Funds	OP Incentive	OP Innovative	Base Transportation Safety	Alcohol BAC	Alcohol Incentive	Information System Improvements	FARS	Motorcycle Safety	Prohibit Racial Profiling	State Match (Safety)	FHWA Flex Funds	Cone Zone	MOST & LEAF	Total	
Title 23 USC Funding Source		LS40/LS50	LS20/LS30	(HAA402)	(HAA0000)	(Sec 157 <sub>a</sub> )	(Sec 157 <sub>b</sub> )	(Sec 402)	(Sec 163)	(Sec 410)	(Sec 408)		(Sec 2010)	(Sec 1906)	(State)	(FHWA)	(State)	(State)		
FY2013 Fed/State/Local (Un-Matched Funds)		\$ 2,308,893	\$ 14,418,446	\$ 1,719,705																\$ 18,447,044
Transportation Commission Safety Funds	\$ 80,446,696																			\$ 80,446,696
Transferred to Regions for MLOS Signing and Striping	\$ (68,531,000)																			\$ (68,531,000)
Estimated Carryover/Savings																				\$ -
<b>Sub-Total</b>	<b>\$ 11,915,696</b>	<b>\$ 2,308,893</b>	<b>\$ 14,418,446</b>	<b>\$ 1,719,705</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 30,362,740</b>
Rockfall (RFM)	\$ (3,309,809)																			\$ (3,309,809)
Hazard Elimination (HAZ/HRR)			\$ (14,418,446)	\$ (1,602,050)																\$ (16,020,496)
Rail Crossings (RAG/RGS)		\$ (2,308,893)		\$ (117,655)																\$ (2,426,548)
Hot Spots (HOT)	\$ (2,167,020)																			\$ (2,167,020)
Traffic Signals (SGN)	\$ (1,472,736)																			\$ (1,472,736)
Safety Needs/Resurfacing (SAE)	\$ (4,966,131)																			\$ (4,966,131)
Engineering Safety (SAF)																				\$ -
<b>Sub-Total</b>	<b>(11,915,696)</b>	<b>(2,308,893)</b>	<b>(14,418,446)</b>	<b>(1,719,705)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(30,362,740)</b>
Planning, Administration, and Operations (Traffic Analysis)																				\$ -
<b>Sub-Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Prohibit Racial Profiling																				\$ -
<b>Sub-Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Traffic Records (Includes CDOT staff)																				\$ -
<b>Sub-Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Impaired Driving																				\$ -
Young Drivers																				\$ -
Occupant Protection																				\$ -
Motorcycle Safety																				\$ -
Cone Zone																				\$ -
Public Information and Education																				\$ -
Safe Communities																				\$ -
Bicycle/Pedestrian Safety																				\$ -
Roadway Safety Traffic Engineering																				\$ -
<b>Sub-Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Balance</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

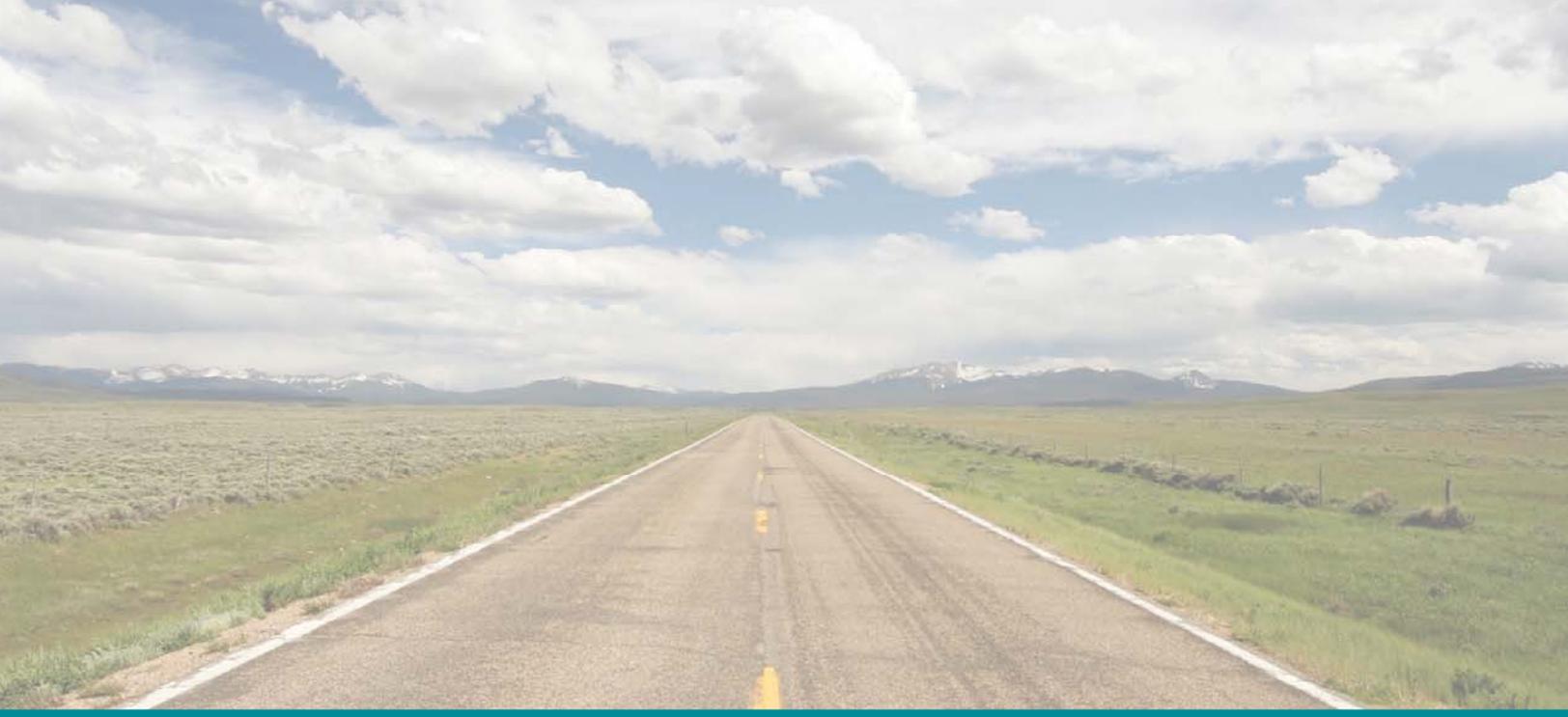
FEDERAL FISCAL YEAR FINANCIAL PROGRAMS

FY2013 Program		Region	Description	Transportation Commission Safety	Railroad Grade Separation	Railroad At-Grade	High Risk Rural Roads	Hazard Elimination	State Highway	Local Match <sup>3</sup>	Total	
Title 23 USC Fund Source					LS40	LS50	LS20	LS30	(402)			
Safety Pool Source				RFM/SAE/SAF	RGS	RAG	HRR	HAZ	Match	Match		
Rockfall (RFM)	All		Annual Rockfall Program (Administered by HQ Materials Lab)	\$ (3,309,809)							\$ (3,309,809)	
											\$ -	
											\$ (3,309,809)	
Hazard Elimination (HAZ/HRR)	1		Region HES Projects (Region Available)					\$ (693,665)	\$ (65,963)		\$ (659,628)	
	2		Region HES Projects (Region Available)					\$ (361,561)	\$ (40,172)		\$ (401,733)	
	2		SH50B MP 305.80-311.40 Install median cablerail (Design 2012 - Const 2013)					\$ (776,890)	\$ (86,321)		\$ (863,211)	
	3		Region HES Projects (Region Available)					\$ (649,539)	\$ (72,171)		\$ (721,710)	
	4		Region HES Projects (Region Available)					\$ (1,082,566)	\$ (120,295)		\$ (1,202,861)	
	5		Region HES Projects (Region Available)					\$ (328,262)	\$ (36,473)		\$ (364,735)	
	6		Region HES Projects (Region Available)					\$ (3,191,822)	\$ (354,648)		\$ (3,546,470)	
												\$ -
	1		Region HOS Projects (Local Available)					\$ (631,903)	\$ (70,211)		\$ (702,114)	
	2		Region HOS Projects (Local Available)					\$ (1,211,766)	\$ (134,641)		\$ (1,346,407)	
	3		Region HOS Projects (Local Available)					\$ (691,376)	\$ (76,820)		\$ (768,196)	
	4		Region HOS Projects (Local Available)					\$ (1,152,293)	\$ (128,033)		\$ (1,280,326)	
5		Region HOS Projects (Local Available)					\$ (349,405)	\$ (38,823)		\$ (388,228)		
6		Region HOS Projects (Local Available)					\$ (3,397,408)	\$ (377,489)		\$ (3,774,897)		
											\$ -	
											\$ (16,020,496)	
Rail Crossings (RAG/RGS)	2		Linden Ave., n/o Prairie, Trinidad			\$ (250,000)					\$ (250,000)	
	2		Linden Ave., s/o I-25, Trinidad			\$ (250,000)					\$ (250,000)	
	4		CR 30 E/O US 85, near Platteville			\$ (300,000)					\$ (300,000)	
	4		Garfield Ave., Loveland			\$ (270,000)					\$ (270,000)	
	4		Monroe Ave., s/o 11th, Loveland			\$ (270,000)					\$ (270,000)	
	All		Transfer from 2013 RGS Account			\$ (204,458)	\$ 204,458				\$ -	
			Roll forward for Future Structures TBD			\$ (968,893)			\$ (117,655)		\$ (1,086,548)	
											\$ (2,426,548)	
Hot Spots (HOT)	1		Region "Hot Spot" Money	\$ (361,170)							\$ (361,170)	
	2		Region "Hot Spot" Money	\$ (361,170)							\$ (361,170)	
	3		Region "Hot Spot" Money	\$ (361,170)							\$ (361,170)	
	4		Region "Hot Spot" Money	\$ (361,170)							\$ (361,170)	
	5		Region "Hot Spot" Money	\$ (361,170)							\$ (361,170)	
	6		Region "Hot Spot" Money	\$ (361,170)							\$ (361,170)	
											\$ -	
											\$ (2,167,020)	
Traffic Signals (SGN)	1		Region "Traffic Signal" Money	\$ (245,456)							\$ (245,456)	
	2		Region "Traffic Signal" Money	\$ (245,456)							\$ (245,456)	
	3		Region "Traffic Signal" Money	\$ (245,456)							\$ (245,456)	
	4		Region "Traffic Signal" Money	\$ (245,456)							\$ (245,456)	
	5		Region "Traffic Signal" Money	\$ (245,456)							\$ (245,456)	
	6		Region "Traffic Signal" Money	\$ (245,456)							\$ (245,456)	
											\$ -	
											\$ (1,472,736)	
Safety Needs/ Resurfacing (SAE)	1		Region "Safety Resurfacing" Money	\$ (640,631)							\$ (640,631)	
	2		Region "Safety Resurfacing" Money	\$ (844,242)							\$ (844,242)	
	3		Region "Safety Resurfacing" Money	\$ (903,836)							\$ (903,836)	
	4		Region "Safety Resurfacing" Money	\$ (1,107,447)							\$ (1,107,447)	
	5		Region "Safety Resurfacing" Money	\$ (402,257)							\$ (402,257)	
	6		Region "Safety Resurfacing" Money	\$ (1,067,718)							\$ (1,067,718)	
											\$ -	
											\$ (4,966,131)	
Engineering Safety (SAF)	All		Other Safety Project (TBD)	\$ -							\$ -	
											\$ -	
											\$ -	
											\$ -	
											\$ -	

FEDERAL FISCAL YEAR FINANCIAL PROGRAMS

FY2013 Program	Description	OP Incentive	OP Innovative	Transportation Safety	AL BAC	AL Incentive	Information System Improvements	FARS	Motorcycle Safety	Prohibit Racial Profiling	State Match for 402 (Safety)	FHWA Flex Funds	Cone Zone	MOST & LEAF	Total	Local Benefit	Agency Match
		(Sec 157.)	(Sec 157a)	(Sec 402)	(Sec 163)	(Sec 410)	(Sec 408)	(Sec 2010)	(Sec 1906)	(FHWA)	(State)	(State)					
Planning, Administration, and Operations (Traffic Analysis)	09-11-97-01	Planning & Administration													\$ -	\$ -	\$ -
	09-12-98-01	Program Support- Impaired Driving													\$ -	\$ -	\$ -
	09-12-98-02	Program Support- Occupant Protection													\$ -	\$ -	\$ -
	09-12-98-03	Program Support- Roadway Engineering Safety													\$ -	\$ -	\$ -
	09-12-98-04	Program Support- Traffic Records													\$ -	\$ -	\$ -
	09-01-11-12	Program Support- LEAF													\$ -	\$ -	\$ -
	09-07-71-01	Program Support- MOST													\$ -	\$ -	\$ -
	09-08-81-01	Program Support- Media Alcohol													\$ -	\$ -	\$ -
09-08-81-02	Program Support- Media Occupant Protection													\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Traffic Records (Includes CDOT Staff)	09-04-41-01	EMS and Trauma Registry Data													\$ -	\$ -	\$ -
	09-04-41-02	Transfer of City and County Accident Reports to DOR													\$ -	\$ -	\$ -
	09-04-41-03	Electronic Citations													\$ -	\$ -	\$ -
	09-04-41-04	Traffic Records System Enhancements													\$ -	\$ -	\$ -
	09-04-41-05	2006 Traffic Records Enhancements													\$ -	\$ -	\$ -
	09-04-41-06	Virtual Data Warehouse													\$ -	\$ -	\$ -
	09-04-41-08	Program and Publication Support													\$ -	\$ -	\$ -
	09-12-98-04	Technology Transfer													\$ -	\$ -	\$ -
	09-06-61-14	2010 Problem ID													\$ -	\$ -	\$ -
	09-06-61-15	Annual Report													\$ -	\$ -	\$ -
	FARS													\$ -	\$ -	\$ -	
	TBD													\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Impaired Driving	09-01-11-01	DUI Enforcement Training													\$ -	\$ -	\$ -
	09-01-11-02	Littleton Impaired Crash Reduction													\$ -	\$ -	\$ -
	09-01-11-03	Southwest Colorado DUI Courts													\$ -	\$ -	\$ -
	09-01-11-04	Traffic Safety Resource Prosecutor													\$ -	\$ -	\$ -
	09-01-11-06	Mothers Against Drunk Driving (MADD)													\$ -	\$ -	\$ -
	09-01-11-07	Drug Recognition Expert (DRE) Training													\$ -	\$ -	\$ -
	09-01-11-08	DRE Tech Transfer- National Impaired Driving Conference													\$ -	\$ -	\$ -
	09-01-11-09	Impaired Driving Overtime Enforcement													\$ -	\$ -	\$ -
	09-01-11-10	Impaired Driving Technology Transfer													\$ -	\$ -	\$ -
	09-01-11-11	DUI Checkpoint Colorado													\$ -	\$ -	\$ -
	09-01-11-12	LEAF- DUI Enforcement													\$ -	\$ -	\$ -
	09-01-11-13	Law Enforcement Coordinator													\$ -	\$ -	\$ -
	09-01-11-14	Enhancement Capacity for DUI Enforcement													\$ -	\$ -	\$ -
09-01-11-15	Continued Enforcement of New Speed Limits on I-25													\$ -	\$ -	\$ -	
09-01-11-16	College and University Impaired Driving Prevention													\$ -	\$ -	\$ -	
09-01-11-17	Standard Field Sobriety Test (SFST) & DRE Assessment													\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Young Drivers	09-09-91-02	Evaluating Youth Diversion Programs													\$ -	\$ -	\$ -
			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Occupant Protection	09-06-61-01	Southwest Colorado Occupant Protection													\$ -	\$ -	\$ -
	09-06-61-02	Child Passenger Safety Education and Outreach													\$ -	\$ -	\$ -
	09-06-61-03	Occupant Protection for Mesa County Youth													\$ -	\$ -	\$ -
	09-06-61-04	Denver Latino Community Occupant Protection													\$ -	\$ -	\$ -
	09-06-61-05	African American Occupant Protection													\$ -	\$ -	\$ -
	09-06-61-06	Think First: Child Passenger Safety													\$ -	\$ -	\$ -
	09-06-61-07	Use Mountain Use Child Passenger Safety													\$ -	\$ -	\$ -
	09-06-61-08	Occupant Protection Technology Transfer													\$ -	\$ -	\$ -
	09-06-61-09	Pueblo and San Luis Latino Occupant Protection													\$ -	\$ -	\$ -
	09-06-61-10	Denver Metro Teen Traffic Safety Challenge													\$ -	\$ -	\$ -
	09-06-61-11	Occupant Protection Enforcement/CSF													\$ -	\$ -	\$ -
	09-06-61-12	Occupant Protection Enforcement/Various (100+)													\$ -	\$ -	\$ -
09-06-61-13	Larimer County Teen Motor Vehicle Safety													\$ -	\$ -	\$ -	
09-06-61-16	Western Rural Traffic Safety- WRETAC													\$ -	\$ -	\$ -	
09-06-61-17	Annual Seat Belt Surveys													\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Motorcycle Safety	09-07-71-01	Motorcycle Operator Safety Training (MOST)													\$ -	\$ -	\$ -
	09-07-71-02	Operation Save A Life													\$ -	\$ -	\$ -
	09-07-71-03	Motorcycle Safety Education & Accident Prevention													\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Cone Zone	09-02-21-03	Cone Zone													\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Public Information and Education	09-08-81-03	High Visibility DUI Enforcement PR/Evaluation													\$ -	\$ -	\$ -
	09-08-81-04	High Visibility DUI Enforcement - Paid Media													\$ -	\$ -	\$ -
	09-08-81-05	High Visibility DUI Enforcement - Latino Community Focus													\$ -	\$ -	\$ -
	09-08-81-07	Click It or Ticket and Seat Belts - PR/Evaluation													\$ -	\$ -	\$ -
	09-08-81-08	Click It or Ticket and Seat Belts - Paid Media													\$ -	\$ -	\$ -
	09-08-81-09	Click It or Ticket and Seat Belts - Minority Community Focus													\$ -	\$ -	\$ -
	09-08-81-10	Cone Zone Public Relations													\$ -	\$ -	\$ -
	09-08-81-11	Teen Driving and GDL Law													\$ -	\$ -	\$ -
09-08-81-12	Child Passenger Safety/Tween Seat Belt													\$ -	\$ -	\$ -	
09-08-81-13	Motorcycle Safety													\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Safe Communities	09-09-91-03	Traffic Safety Calendar													\$ -	\$ -	\$ -
	09-09-91-04	Traffic Safety Summit and Enforcement Recognition													\$ -	\$ -	\$ -
	09-09-91-05	Pueblo County Motor Vehicle Safety Project													\$ -	\$ -	\$ -
	09-09-91-06	Elbert County Seat Belt Initiative													\$ -	\$ -	\$ -
	09-09-91-07	Yuma County Community Outreach													\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bicycle/Pedestrian Safety	09-10-95-01	Pedestrian Safety & Buckle Up for Love													\$ -	\$ -	\$ -
	09-10-95-02	Skills on Wheels & Tween Safety													\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Roadway Safety Traffic Engineering	09-05-51-01	Traffic Safety Engineering Studies for Local Entities													\$ -	\$ -	\$ -
	09-05-51-02	Signs for Small Communities													\$ -	\$ -	\$ -
	09-05-51-03	Traffic Engineering Seminars													\$ -	\$ -	\$ -
	09-05-51-04	GL TAP - Flagler Certification													\$ -	\$ -	\$ -
	09-05-51-05	Traffic and Highway Engineering Training													\$ -	\$ -	\$ -
	09-05-51-06	Maintenance Incentive Program													\$ -	\$ -	\$ -
	09-05-51-07	Information Brochures and Technical Reference Materials													\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -





# **PROGRAM TASK DESCRIPTIONS**

## **2010-2013 Roadway Traffic Safety**

Federal Hazard Elimination Program / Hot Spot Program  
Traffic Signals Program / Safety Resurfacing Program / Rail  
Crossing Protection / Rockfall / Roadway Engineering Safety

## **2010 Safety Education & Enforcement**

Program Administration & Support / Impaired Driving / Speed  
Enforcement / Traffic Records / Occupant Protection / Motorcycle Safety  
/ Public Relations / Safe Communities / Pedestrian and Bicycle Safety /  
Construction and Maintenance Cone Zones /  
Prohibiting Racial Profiling





# **PROGRAM TASK DESCRIPTIONS**

## **2010-2013 ROADWAY TRAFFIC SAFETY**

*Federal Hazard Elimination Program*



## FEDERAL HAZARD ELIMINATION PROGRAM

The Federal Hazard Elimination Program (HES Program) provides a blend of State and Federal (and Local) funds for projects that seek to improve safety at high accident locations. This State managed program operates on a three-year schedule and directs funds to eligible safety improvement projects that satisfy a competitive screening process.

The projects are selected and prioritized following the CDOT Traffic Engineering Branch's nationally recognized and FHWA approved methodology. State highway improvement projects as well as Local County and City projects are eligible to receive these funds. In addition to a detailed statistical analysis of accident history, the screening procedure incorporates a benefit/cost evaluation which aids in normalizing cost impact, thus allowing projects of divergent budgets to compete for the limited funding resources on a fair basis.

Typical projects often involve intersection improvements, guardrail installation, lighting upgrades, pedestrian and bicycle improvements associated with roadways, shoulder and lane widening for safety, curve flattening and other geometric modifications as well as sign and pavement marking upgrades.

**Hazard Elimination Project: SH70A 205-221 E & W of Eisenhower Tunnels (FY 10)**

Description: Adverse Weather Speed Limit System (Phase II)

Requestor: Region 1

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	1,040,864
State Funds: \$	115,652
Local Funds: \$	-
Total: \$	1,156,516

**Hazard Elimination Project: SH25A 96.36-97.25, 96.80-96.94, 97.18-97.25 (FY 10)**

Description: MBGR Guardrail

Requestor: Region 2

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	225,000
State Funds: \$	25,000
Local Funds: \$	-
Total: \$	250,000

**Hazard Elimination Project: SH45A 5.02-5.12, Pueblo Blvd/Goodnight Ave. (FY 10)**

Description: Signal Upgrade &amp; Northbound Right Turn Lane

Requestor: Region 2

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	652,500
State Funds: \$	72,500
Local Funds: \$	-
Total: \$	725,000

**Hazard Elimination Project: SH 50B 316.3-316.7 / Bonforte Blvd. (FY 10)**

Description: Extend WB Accel Lane, Install Guardrail

Requestor: Region 2

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds:	\$	540,000
State Funds:	\$	60,000
Local Funds:	\$	-
Total:	\$	600,000

**Hazard Elimination Project: SH131B 49.65-49.76 (FY 10)**

Description: Guardrail Installation South of Oak Creek

Requestor: Region 3

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds:	\$	72,000
State Funds:	\$	8,000
Local Funds:	\$	-
Total:	\$	80,000

**Hazard Elimination Project: SH6C 37.16-37.17 (FY 10)**

Description: Signal Upgrade, Mast Arm Replacement

Requestor: Region 3

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds:	\$	495,000
State Funds:	\$	55,000
Local Funds:	\$	-
Total:	\$	550,000

**Hazard Elimination Project: SH40Z, 0.58-0.68, Victory Wy./Ranney St. (FY 10)**

Description: Signal Upgrade, Geometric Changes

Requestor: Region 3

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	180,000
State Funds: \$	20,000
Local Funds: \$	-
Total: \$	200,000

**Hazard Elimination Project: Region 3 HES Projects TBD (FY 10)**

Description: TBD

Requestor: Region 3

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	103,829
State Funds: \$	11,536
Local Funds: \$	-
Total: \$	115,365

**Hazard Elimination Project: SH392B 113.53-113.63 / WCR 35 (FY 10)**

Description: Add Left Turn Lanes on SH 392, Add Detection

Requestor: Region 4

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	414,000
State Funds: \$	46,000
Local Funds: \$	-
Total: \$	460,000

**Hazard Elimination Project: SH160A 159.6-161.25 WB Truck Escape Ramp (FY 10)**

Description: Reconstruct/Extend Truck Escape Ramp

Requestor: Region 5

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds:	\$	1,311,542
State Funds:	\$	145,727
Local Funds:	\$	-
Total:	\$	1,457,269

**Hazard Elimination Project: SH470A 24.54-26.21 (FY 10)**

Description: Median Cablerail, Acres Green Dr to I-25

Requestor: Region 6

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds:	\$	450,000
State Funds:	\$	50,000
Local Funds:	\$	-
Total:	\$	500,000

**Hazard Elimination Project: SH287C 297.09-297.18, Quay St. (FY 10)**

Description: Raised Median

Requestor: Region 6

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds:	\$	157,500
State Funds:	\$	17,500
Local Funds:	\$	-
Total:	\$	175,000

**Hazard Elimination Project: SH285D, 256.68-258.09 (FY 10)**

Description: Add Lane from Raleigh to Lowell

Requestor: Region 6

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds:	\$	900,000
State Funds:	\$	100,000
Local Funds:	\$	-
Total:	\$	1,000,000

**Hazard Elimination Project: 7D, 69.81-69.91, York St. (FY 10)**

Description: Install New Signals 160th Ave. &amp; York

Requestor: Region 6

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds:	\$	675,000
State Funds:	\$	75,000
Local Funds:	\$	-
Total:	\$	750,000

**Hazard Elimination Project: SH285D, 257.57-257.81, Lowell/Knox (FY 10)**

Description: Signal Upgrade

Requestor: Region 6

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds:	\$	450,000
State Funds:	\$	50,000
Local Funds:	\$	-
Total:	\$	500,000

**Hazard Elimination Project: SH6G 272.64-273.96, 19th - Heritage Rd. (FY 10)**

Description: Wildlife Exclusion Fence from 19th to Heritage Rd.

Requestor: Region 6

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds:	\$	450,000
State Funds:	\$	50,000
Local Funds:	\$	-
Total:	\$	500,000

**Hazard Elimination Project: SH177A, 0.03, C-470 WB Ramp (FY 10)**

Description: SH 177 WB C-470 Ramp Signal Upgrade

Requestor: Region 6

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds:	\$	450,000
State Funds:	\$	50,000
Local Funds:	\$	-
Total:	\$	500,000

**Hazard Elimination Project: Region 6 HES Projects TBD (FY 10)**

Description: TBD

Requestor: Region 6

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds:	\$	19,913
State Funds:	\$	2,213
Local Funds:	\$	-
Total:	\$	22,126

**Hazard Elimination Project: Carefree Circle South / New Center Point (FY 10)**

Description: Roundabout, Lane Reduction

Requestor: Colorado Springs

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds:	\$	124,243
State Funds:	\$	-
Local Funds:	\$	13,805
Total:	\$	138,048

**Hazard Elimination Project: Purcell Blvd. / Spaulding Ave. (FY 10)**

Description: New Signals

Requestor: Pueblo County

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds:	\$	289,602
State Funds:	\$	-
Local Funds:	\$	32,178
Total:	\$	321,780

**Hazard Elimination Project: Briargate Pkwy/Voyager Pkwy (Former SH 83) (FY 10)**

Description: Convert Right Turn Lane Into Dedicated Right Turn Lane

Requestor: Colorado Springs

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds:	\$	207,900
State Funds:	\$	23,100
Local Funds:	\$	-
Total:	\$	231,000

**Hazard Elimination Project: CR 27 between milepost 13.1 and 14.1 (FY 10)**

Description: Install Guardrail

Requestor: Larimer County

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	58,050
State Funds: \$	-
Local Funds: \$	6,450
Total: \$	64,500

**Hazard Elimination Project: CR 27 at milepost 21.8 (FY10)**

Description: Replace Guardrail

Requestor: Larimer County

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	16,740
State Funds: \$	-
Local Funds: \$	1,860
Total: \$	18,600

**Hazard Elimination Project: SH287C 313.85-313.95 (Main St) / Pike Rd EB (FY 10)**

Description: Channelized Rt Lane and SB Accel Lane

Requestor: Longmont

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	270,000
State Funds: \$	30,000
Local Funds: \$	-
Total: \$	300,000

**Hazard Elimination Project: SH85L 267.39-267.49 Bypass / 16th St (FY 10)**

Description: Signal Upgrades, NB and SB Protected Only Left Turns

Requestor: Greeley

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds:	\$	630,000
State Funds:	\$	70,000
Local Funds:	\$	-
Total:	\$	700,000

**Hazard Elimination Project: SH121A 16.14-16.26 (FY 10)**

Description: 330 feet raised concrete median

Requestor: Wheatridge

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds:	\$	77,265
State Funds:	\$	8,585
Local Funds:	\$	-
Total:	\$	85,850

**Hazard Elimination Project: SH2A 6.2-6.24 (Colo Blvd)/17th Ave (FY 10)**

Description: New Masts, 12 in. Overhead, Ped Signals, Vehicle Detection

Requestor: Denver

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds:	\$	207,000
State Funds:	\$	23,000
Local Funds:	\$	-
Total:	\$	230,000

**Hazard Elimination Project: 64th / Simms (FY 10)**

Description: Reduce AT from 64th Ave approaches

Requestor: Arvada

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds:	\$	97,200
State Funds:	\$	-
Local Funds:	\$	10,800
Total:	\$	108,000

**Hazard Elimination Project: SH30A 0.5-0.54 (Hampden Ave) / Oneida St. (FY 10)**

Description: New Masts, 12 in. Overhead, Ped Signals, Vehicle Detection

Requestor: Denver

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds:	\$	207,000
State Funds:	\$	23,000
Local Funds:	\$	-
Total:	\$	230,000

**Hazard Elimination Project: SH30A 2.65-2.69 (Hampden Ave) / Galena St (FY 10)**

Description: New Masts, 12 in. Overhead, Ped Signals, Vehicle Detection

Requestor: Denver

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds:	\$	207,000
State Funds:	\$	23,000
Local Funds:	\$	-
Total:	\$	230,000

**Hazard Elimination Project: SH70A 273.02-273.02 EB Ramps / Pecos St. (FY 10)**

Description: New Masts, 12 in. Overhead, Ped Signals, Vehicle Detection

Requestor: Denver

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	207,000
State Funds: \$	23,000
Local Funds: \$	-
Total: \$	230,000

**Hazard Elimination Project: SH95A 2.51-0.51 (Sheridan Blvd) / Florida St. (FY 10)**

Description: New Masts, 12 in. Overhead, Ped Signals, Vehicle Detection

Requestor: Denver

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	207,000
State Funds: \$	23,000
Local Funds: \$	-
Total: \$	230,000

**Hazard Elimination Project: SH225A 0.67-0.67 WB Off Ramp / Tamarac St. (FY 10)**

Description: New Masts, 12 in Overhead, Ped Signals, Vehicle Detection

Requestor: Denver

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	207,000
State Funds: \$	23,000
Local Funds: \$	-
Total: \$	230,000

**Hazard Elimination Project: SH95A 0.09-0.09 (Sheridan) / US 285 WB Ramps (FY 10)**

Description: New Masts, 12 in. Overhead, Ped Signals, Vehicle Detection

Requestor: Denver

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds:	\$	207,000
State Funds:	\$	23,000
Local Funds:	\$	-
Total:	\$	230,000

**Hazard Elimination Project: SH2A 8.82-8.82 (Colo Blvd) / I-70 WB Off Ramp (FY 10)**

Description: New Masts, 12 in. Overhead, Ped Signals, Vehicle Detection

Requestor: Denver

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds:	\$	207,000
State Funds:	\$	23,000
Local Funds:	\$	-
Total:	\$	230,000

**Hazard Elimination Project: SH26B 13.69-13.71 (Alameda Ave) / Pecos St. (FY 10)**

Description: New Masts, 12 in. Overhead, Ped Signals, Vehicle Detection

Requestor: Denver

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds:	\$	207,000
State Funds:	\$	23,000
Local Funds:	\$	-
Total:	\$	230,000

**Hazard Elimination Project: Alameda Ave/Depew St. (FY 10)**

Description: New Masts, 12 inch Overhead, Ped Signals, Vehicle Detection

Requestor: Lakewood

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

## Cost Summary:

Federal Funds: \$	224,550
State Funds: \$	-
Local Funds: \$	24,950
Total: \$	249,500

**Hazard Elimination Project: Alameda Ave / Harlan St. (FY 10)**

Description: New Masts, 12 inch Overhead, Ped Signals, Vehicle Detection

Requestor: Lakewood

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

## Cost Summary:

Federal Funds: \$	247,050
State Funds: \$	-
Local Funds: \$	27,450
Total: \$	274,500

**Hazard Elimination Project: SH121A 13.33-13.33 (Wadsworth Blvd)/13th Ave (FY 10)**

Description: Right In - Right Out Only

Requestor: Lakewood

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

## Cost Summary:

Federal Funds: \$	160,200
State Funds: \$	17,800
Local Funds: \$	-
Total: \$	178,000

**Hazard Elimination Project: SH121A 12.84-12.84 (Wadsworth Blvd)/9th Ave (FY 10)**

Description: Reduce Brdside crashes (LT and through), SB Apch Turns

Requestor: Lakewood

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	98,100
State Funds: \$	10,900
Local Funds: \$	-
Total: \$	109,000

**Hazard Elimination Project: SH70A 193.5-194.75 west of Copper Mountain (FY 11)**

Description: DSMD sign, rumble strips, and guardrail

Requestor: Region 1

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	185,400
State Funds: \$	20,600
Local Funds: \$	-
Total: \$	206,000

**Hazard Elimination Project: SH119A 17.25-18.25 (FY 11)**

Description: Signing, Rumble Strips, Shoulder Widening, and Safety edge

Requestor: Region 1

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	18,000
State Funds: \$	2,000
Local Funds: \$	-
Total: \$	20,000

**Hazard Elimination Project: SH285D 197.25-202 (FY 11)**

Description: NB-Signing, Rmbl. Strps, Shoulder Widen &amp; Safety edge

Requestor: Region 1

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	234,000
State Funds: \$	26,000
Local Funds: \$	-
Total: \$	260,000

**Hazard Elimination Project: SH83A 39.81-41.21 (FY 11)**

Description: Signing, Rmbl. Strps, Shoulder Widen &amp; Safety edge

Requestor: Region 1

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	166,500
State Funds: \$	18,500
Local Funds: \$	-
Total: \$	185,000

**Hazard Elimination Project: SH70A 242.25-243.25 East near Hidden Valley (FY 11)**

Description: DSMD sign and rumble strips

Requestor: Region 1

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	29,700
State Funds: \$	3,300
Local Funds: \$	-
Total: \$	33,000

**Hazard Elimination Project: SH285D 189.25-191.75 Northbound (FY 11)**

Description: Signing, Rumble Strips, Shoulder Widening &amp; Safety edge

Requestor: Region 1

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	47,700
State Funds: \$	5,300
Local Funds: \$	-
Total: \$	53,000

**Hazard Elimination Project: SH285D 245.5-247.5 near C-470 (FY 11)**

Description: Rumble Strips and Headlight glare screen posts on median

Requestor: Region 1

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	135,000
State Funds: \$	15,000
Local Funds: \$	-
Total: \$	150,000

**Hazard Elimination Project: SH70A 197.25-200.25 East of Copper Mountain (FY 11)**

Description: Guardrail

Requestor: Region 1

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	162,000
State Funds: \$	18,000
Local Funds: \$	-
Total: \$	180,000

**Hazard Elimination Project: SH285D 166.54-167.54 near Fairplay (FY 11)**

Description: Rumble Strips, Shoulder Widening, and Safety edge

Requestor: Region 1

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

## Cost Summary:

Federal Funds: \$	90,900
State Funds: \$	10,100
Local Funds: \$	-
Total: \$	101,000

**Hazard Elimination Project: Region HES Projects (Region Available) (FY 11)**

Description: TBD

Requestor: Region 1

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

## Cost Summary:

Federal Funds: \$	37,898
State Funds: \$	4,211
Local Funds: \$	-
Total: \$	42,109

**Hazard Elimination Project: SH25A 74-77 MP 74 to MP 77 (FY 11)**

Description: Median Cable Rail

Requestor: Region 2

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

## Cost Summary:

Federal Funds: \$	630,000
State Funds: \$	70,000
Local Funds: \$	-
Total: \$	700,000

**Hazard Elimination Project: SH45A 5.1-8.5 (Pueblo Blvd) MP 5.10 - 8.50 (FY 11)**

Description: Install Median Cable Rail or Raised Median

Requestor: Region 2

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds:	\$	1,530,000
State Funds:	\$	170,000
Local Funds:	\$	-
Total:	\$	1,700,000

**Hazard Elimination Project: Region HES Projects (Region Available (FY 11))**

Description: TBD

Requestor: Region 2

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds:	\$	36,977
State Funds:	\$	4,109
Local Funds:	\$	-
Total:	\$	41,086

**Hazard Elimination Project: SH40A 136-142 (FY 11)**

Description: VMS with Speed Radar and Pavement Icing Detection

Requestor: Region 3

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds:	\$	225,000
State Funds:	\$	25,000
Local Funds:	\$	-
Total:	\$	250,000

**Hazard Elimination Project: Region HES Projects (Region Available) (FY 11)**

Description: TBD

Requestor: Region 3

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	45,000
State Funds: \$	5,000
Local Funds: \$	-
Total: \$	50,000

**Hazard Elimination Project: SH85C 235-242 from Brighton to Ft Lupton (FY 11)**

Description: Install Median Cable Rail in Depressed Median

Requestor: Region 4

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	729,000
State Funds: \$	81,000
Local Funds: \$	-
Total: \$	810,000

**Hazard Elimination Project: Region HES Projects (Region Available) (FY 11)**

Description: TBD

Requestor: Region 4

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	248,919
State Funds: \$	27,658
Local Funds: \$	-
Total: \$	276,577

**Hazard Elimination Project: Region HES Projects (Region Available) (FY 11)**

Description: TBD

Requestor: Region 5

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	522,160
State Funds: \$	58,018
Local Funds: \$	-
Total: \$	580,178

**Hazard Elimination Project: 30A 1.41 to 1.51 - SH 30 / Verbena St. (FY 11)**

Description: Raised Median

Requestor: Region 6

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	90,000
State Funds: \$	10,000
Local Funds: \$	-
Total: \$	100,000

**Hazard Elimination Project: 88A 3.94 to 4.42 - SH 88 / Iliff Ave to Jewell Ave. (FY 11)**

Description: Raised Median

Requestor: Region 6

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	432,000
State Funds: \$	48,000
Local Funds: \$	-
Total: \$	480,000

**Hazard Elimination Project: 287C 295.31 to 295.35 - (120th Ave/Perry St) (FY 11)**

Description: 3/4 access to prevent broadside accidents

Requestor: Region 6

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	45,000
State Funds: \$	5,000
Local Funds: \$	-
Total: \$	50,000

**Hazard Elimination Project: 83A 70.88-71.08 (Peoria St to Dartmouth Ave) (FY 11)**

Description: Raised Median

Requestor: Region 6

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	171,000
State Funds: \$	19,000
Local Funds: \$	-
Total: \$	190,000

**Hazard Elimination Project: 391A 7.41 to 7.49 - SH 391 / 27th Ave (FY 11)**

Description: Restrict Turn Movements

Requestor: Region 6

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	54,000
State Funds: \$	6,000
Local Funds: \$	-
Total: \$	60,000

**Hazard Elimination Project: 95A 12.88 to 13.1 - 78th Ave to 80th Ave (FY 11)**

Description: Raised Median

Requestor: Region 6

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	225,000
State Funds: \$	25,000
Local Funds: \$	-
Total: \$	250,000

**Hazard Elimination Project: 30A 4.29 to 4.52 - Iliff Ave to Evans Ave. (FY 11)**

Description: Raised Median

Requestor: Region 6

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	207,000
State Funds: \$	23,000
Local Funds: \$	-
Total: \$	230,000

**Hazard Elimination Project: 30A 5.48 to 6.02 - SH 30 / Idaho to Kentucky (FY 11)**

Description: Raised Median

Requestor: Region 6

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	513,000
State Funds: \$	57,000
Local Funds: \$	-
Total: \$	570,000

**Hazard Elimination Project: 30A 0.53 to 1.07 - Oneida St to Tamarac St. (FY 11)**

Description: Raised Median

Requestor: Region 6

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	477,000
State Funds: \$	53,000
Local Funds: \$	-
Total: \$	530,000

**Hazard Elimination Project: 30A 4.48 to 4.58 - SH 30 / Evans Ave. (FY 11)**

Description: Raised Median

Requestor: Region 6

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	90,000
State Funds: \$	10,000
Local Funds: \$	-
Total: \$	100,000

**Hazard Elimination Project: 177A 0.81 to 1.14 - Jamison Ave to Knolls Way (FY 11)**

Description: Raised Median

Requestor: Region 6

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	315,000
State Funds: \$	35,000
Local Funds: \$	-
Total: \$	350,000

**Hazard Elimination Project: 30A 10.06 to 10.16 - Billings St to Dillion Wy (FY 11)**

Description: Raised Median

Requestor: Region 6

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	85,500
State Funds: \$	9,500
Local Funds: \$	-
Total: \$	95,000

**Hazard Elimination Project: 30A 6.44 to 6.53 - SH 30 / Virginia Ave (FY 11)**

Description: Raised Median

Requestor: Region 6

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	90,000
State Funds: \$	10,000
Local Funds: \$	-
Total: \$	100,000

**Hazard Elimination Project: 30A 4.61 to 4.71 - SH 30 / Asbury Ave (FY 11)**

Description: Raised Median

Requestor: Region 6

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	90,000
State Funds: \$	10,000
Local Funds: \$	-
Total: \$	100,000

**Hazard Elimination Project: SH6A 15.13-15.13 SH 006/SH 139 (FY 11)**

Description: Add New Signals and Modify Geometry

Requestor: Mesa County

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	540,000
State Funds: \$	60,000
Local Funds: \$	-
Total: \$	600,000

**Hazard Elimination Project: Local HOS Projects (Local Available) (FY 11)**

Description: TBD

Requestor: TBD

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	491,296
State Funds:	
Local Funds: \$	54,588
Total: \$	545,884

**Hazard Elimination Project: CR 74E 1/2 mile west of milepost 12 (FY 11)**

Description: Install guardrail

Requestor: Larimer County

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	58,050
State Funds: \$	-
Local Funds: \$	6,450
Total: \$	64,500

**Hazard Elimination Project: Boyd Lake Ave / 5th St (FY 11)**

Description: Install guardrail, centerline rumblestrip &amp; speed alert VMS

Requestor: Loveland

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	90,000
State Funds: \$	-
Local Funds: \$	10,000
Total: \$	100,000

**Hazard Elimination Project: CR 38E between milepost 8.0 and 9.0 (FY 11)**

Description: Replace culvert, remove boulders, flatten side slopes

Requestor: Larimer County

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	109,890
State Funds: \$	-
Local Funds: \$	12,210
Total: \$	122,100

**Hazard Elimination Project: SH257A 3.1-3.2 at 37th St (FY 11)**

Description: Install signals, turn lanes for all approaches

Requestor: Greeley

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	426,150
State Funds: \$	47,350
Local Funds: \$	-
Total: \$	473,500

**Hazard Elimination Project: Weld County Rd 34 / Weld County Rd 17 (FY 11)**

Description: Roadway - Geometric Improvements

Requestor: Weld County

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	155,014
State Funds: \$	-
Local Funds: \$	17,224
Total: \$	172,238

**Hazard Elimination Project: Local HOS Projects (Local Available) (FY 11)**

Description: TBD

Requestor: TBD

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	201,803
State Funds: \$	-
Local Funds: \$	22,422
Total: \$	224,225

**Hazard Elimination Project: SH40C 301.52-301.54 (Colfax Ave) / Hudson St (FY 11)**

Description: New Masts, 12 inch Overhead, Ped Signals, Vehicle Detection

Requestor: Denver

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	207,000
State Funds: \$	23,000
Local Funds: \$	-
Total: \$	230,000

**Hazard Elimination Project: SH225A 0.67-0.67 EB Ramp / DTC Blvd (FY 11)**

Description: New Masts, 12 in. Overhead, Ped Signals, Vehicle Detection

Requestor: Denver

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

## Cost Summary:

Federal Funds: \$	207,000
State Funds: \$	23,000
Local Funds: \$	-
Total: \$	230,000

**Hazard Elimination Project: SH70A 280.57-280.57 WB Ramps / Havana St (FY 11)**

Description: New Masts, 12 in Overhead, Ped Signals, Vehicle Detection

Requestor: Denver

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

## Cost Summary:

Federal Funds: \$	207,000
State Funds: \$	23,000
Local Funds: \$	-
Total: \$	230,000

**Hazard Elimination Project: SH40C 299.76-299.8 (Colfax Ave) / Elizabeth St (FY 11)**

Description: New Masts, 12 in Overhead, Ped Signals, Vehicle Detection

Requestor: Denver

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

## Cost Summary:

Federal Funds: \$	207,000
State Funds: \$	23,000
Local Funds: \$	-
Total: \$	230,000

**Hazard Elimination Project: SH26B 14-14.02 (Alameda Ave) / Platte River Dr (FY 11)**

Description: New Masts, 12 in Overhead, Ped Signals, Vehicle Detection

Requestor: Denver

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

## Cost Summary:

Federal Funds: \$	207,000
State Funds: \$	23,000
Local Funds: \$	-
Total: \$	230,000

**Hazard Elimination Project: SH26B 13.95-13.97 (Alameda Ave) / Lipan St (FY 11)**

Description: New Masts, 12 in Overhead, Ped Signals, Vehicle Detection

Requestor: Denver

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

## Cost Summary:

Federal Funds: \$	207,000
State Funds: \$	23,000
Local Funds: \$	-
Total: \$	230,000

**Hazard Elimination Project: SH95A 0.00-0.30 (Sheridan BI), EB Ramps (FY 11)**

Description: New Masts, 12 in Overhead, Ped Signals, Vehicle Detection

Requestor: Denver

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

## Cost Summary:

Federal Funds: \$	207,000
State Funds: \$	23,000
Local Funds: \$	-
Total: \$	230,000

**Hazard Elimination Project: SH40C 301.4-301.44 (Colfax Ave) / Glencoe St (FY 11)**

Description: New Masts, 12 in Overhead, Ped Signals, Vehicle Detection

Requestor: Denver

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

## Cost Summary:

Federal Funds: \$	207,000
State Funds: \$	23,000
Local Funds: \$	-
Total: \$	230,000

**Hazard Elimination Project: SH26B 12.94-12.96 (Alameda Ave) / Clay St (FY 11)**

Description: New Masts, 12 in Overhead, Ped Signals, Vehicle Detection

Requestor: Denver

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

## Cost Summary:

Federal Funds: \$	207,000
State Funds: \$	23,000
Local Funds: \$	-
Total: \$	230,000

**Hazard Elimination Project: SH95A 6.9-6.92 (Sheridan Bl)/25th Av, Bryant Pl (FY 11)**

Description: New Masts, 12 in Overhead, Ped Signals, Vehicle Detection

Requestor: Denver

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

## Cost Summary:

Federal Funds: \$	207,000
State Funds: \$	23,000
Local Funds: \$	-
Total: \$	230,000

**Hazard Elimination Project: SH6H 291.85-291.9 (Vasquez Blvd) / 52nd Ave (FY 11)**

Description: New Masts, 12 inh Overhead, Ped Signals, Vehicle Detection

Requestor: Denver

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	207,000
State Funds: \$	23,000
Local Funds: \$	-
Total: \$	230,000

**Hazard Elimination Project: Ralston Rd / Garrison St. (FY 11)**

Description: Signal &amp; Geometric Intersection Improvements

Requestor: Arvada

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	288,000
State Funds: \$	-
Local Funds: \$	32,000
Total: \$	320,000

**Hazard Elimination Project: SH391A 3.21-3.21 (Kipling Pky) / Mississippi Ave (FY 11)**

Description: New Masts, 12 in Overhead, Ped Signals, Vehicle Detection

Requestor: Lakewood

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	265,860
State Funds: \$	29,540
Local Funds: \$	-
Total: \$	295,400

**Hazard Elimination Project: SH391A 3.75-3.75 (Kipling Pky) / Exposition Ave (FY 11)**

Description: New Masts, 12 inch Overhead, Ped Signals, Vehicle Detection

Requestor: Lakewood

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	224,550
State Funds: \$	24,950
Local Funds: \$	-
Total: \$	249,500

**Hazard Elimination Project: SH391A 0.02-0.02 (Kipling Pkwy) / US 285 (FY 11)**

Description: Double Left Turn

Requestor: Lakewood

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	112,500
State Funds: \$	12,500
Local Funds: \$	-
Total: \$	125,000

**Hazard Elimination Project: Region HES Projects (Region Available) (FY 12)**

Description: TBD

Requestor: Region 1

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	1,167,117
State Funds: \$	129,680
Local Funds: \$	-
Total: \$	1,296,797

**Hazard Elimination Project: SH50B MP 332 to MP 349 (FY 12)**

Description: Median &amp; Shoulder Rumble Strips

Requestor: Region 2

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	135,000
State Funds: \$	15,000
Local Funds: \$	-
Total: \$	150,000

**Hazard Elimination Project: SH25A MP 0.00 to MP 5.00 (FY 12)**

Description: MBGR Guardrail - Connect Segments and Extend Others

Requestor: Region 2

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	270,000
State Funds: \$	30,000
Local Funds: \$	-
Total: \$	300,000

**Hazard Elimination Project: SH50B MP 305.80-311.40 (FY 12)**

Description: Install median cablerail (Design 2012 - Const 2013)

Requestor: Region 2

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	1,833,120
State Funds: \$	203,679
Local Funds: \$	-
Total: \$	2,036,799

**Hazard Elimination Project: Region HES Projects (Region Available) (FY 12)**

Description: TBD

Requestor: Region 3

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	168,561
State Funds: \$	18,729
Local Funds: \$	-
Total: \$	187,290

**Hazard Elimination Project: SH70A 124-125 (FY 12)**

Description: VMS with speed radar and pavement icing detection/sensors

Requestor: Region 3

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	450,000
State Funds: \$	50,000
Local Funds: \$	-
Total: \$	500,000

**Hazard Elimination Project: Region HES Projects (Region Available) (FY 12)**

Description: TBD

Requestor: Region 4

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	355,935
State Funds: \$	39,548
Local Funds: \$	-
Total: \$	395,483

**Hazard Elimination Project: SH61A 32.2-40.99 (FY 12)**

Description: Shoulder Widening

Requestor: Region 4

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	675,000
State Funds: \$	75,000
Local Funds: \$	-
Total: \$	750,000

**Hazard Elimination Project: Region HES Projects (Region Available) (FY 12)**

Description: TBD

Requestor: Region 5

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	312,606
State Funds: \$	34,734
Local Funds: \$	-
Total: \$	347,340

**Hazard Elimination Project: 83A 71.82 to 72 - SH 83 / Yale Ave to Havana St. (FY 12)**

Description: Raised Median

Requestor: Region 6

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	130,500
State Funds: \$	14,500
Local Funds: \$	-
Total: \$	145,000

**Hazard Elimination Project: 83A 74.85 to 75.18 - Quebec St to Oneida St (FY 12)**

Description: Raised Median

Requestor: Region 6

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	252,000
State Funds: \$	28,000
Local Funds: \$	-
Total: \$	280,000

**Hazard Elimination Project: 83A 75.5 to 75.59 - SH 83 / Monaco to Exposition (FY 12)**

Description: Raised Median

Requestor: Region 6

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	94,500
State Funds: \$	10,500
Local Funds: \$	-
Total: \$	105,000

**Hazard Elimination Project: 70A 273 to 273.39 - I-70 at Pecos St EB on ramp (FY 12)**

Description: Ramp Metering

Requestor: Region 6

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	180,000
State Funds: \$	20,000
Local Funds: \$	-
Total: \$	200,000

**Hazard Elimination Project: 2A 1.01 to 1.75 - SH 2 Yale Ave to Evans Ave (FY 12)**

Description: Colorado Blvd., Yale Ave to Evans Ave Install Raised Median

Requestor: Region 6

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	675,000
State Funds: \$	75,000
Local Funds: \$	-
Total: \$	750,000

**Hazard Elimination Project: 88B 20.4 to 20.6 - SH 88 / Jordan Rd (FY 12)**

Description: Signal Upgrade

Requestor: Region 6

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	450,000
State Funds: \$	50,000
Local Funds: \$	-
Total: \$	500,000

**Hazard Elimination Project: 70A 272.01 to 272.39 - I-70/Federal EB on-ramp (FY 12)**

Description: Ramp Metering

Requestor: Region 6

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	180,000
State Funds: \$	20,000
Local Funds: \$	-
Total: \$	200,000

**Hazard Elimination Project: 70A 281.56 to 281.95 -Peoria Ave EB On-Ramp (FY 12)**

Description: 70A 281.56 to 281.95 - SH 70 / Peoria Ave EB On-Ramp Ramp

Requestor: Region 6

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	180,000
State Funds: \$	20,000
Local Funds: \$	-
Total: \$	200,000

**Hazard Elimination Project: 121A 3.96 to 4.16 - SH 121 / Parkhill Ave (FY 12)**

Description: Signal Upgrade

Requestor: Region 6

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	450,000
State Funds: \$	50,000
Local Funds: \$	-
Total: \$	500,000

**Hazard Elimination Project: 121A 6.44 to 6.64 - SH 121 / Quincy Ave (FY 12)**

Description: Signal Upgrade

Requestor: Region 6

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	450,000
State Funds: \$	50,000
Local Funds: \$	-
Total: \$	500,000

**Hazard Elimination Project: 128B 13.1 to 13.3 - SH 128 / Pecos St (FY12)**

Description: Signal Upgrade

Requestor: Region 6

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	450,000
State Funds: \$	50,000
Local Funds: \$	-
Total: \$	500,000

**Hazard Elimination Project: SH82A 18.88-18.88 at JW Dr / Valley Rd (FY 12)**

Description: Replace Intersection with Roundabout

Requestor: Region 3

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	900,000
State Funds: \$	100,000
Local Funds: \$	-
Total: \$	1,000,000

**Hazard Elimination Project: Region 4 HOS Projects (Local Available) (FY 12)**

Description: TBD

Requestor: TBD

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	795,838
State Funds: \$	88,426
Local Funds: \$	-
Total: \$	884,264

**Hazard Elimination Project: SH287C 335.18-335.28 Buchanan @ Garfield (FY 12)**

Description: Signal Upgrade

Requestor: Loveland

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	301,500
State Funds: \$	33,500
Local Funds: \$	-
Total: \$	335,000

**Hazard Elimination Project: Region 5 HOS Projects (Local Available) (FY 12)**

Description: TBD

Requestor: TBD

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	332,741
State Funds: \$	36,971
Local Funds: \$	-
Total: \$	369,712

**Hazard Elimination Project: Region 6 HOS Projects (Local Available) (FY 12)**

Description: TBD

Requestor: TBD

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	447,182
State Funds: \$	49,688
Local Funds: \$	-
Total: \$	496,870

**Hazard Elimination Project: 120th / Colorado Blvd (FY 12)**

Description: Reduce AT, RE, and SS on Colorado Blvd

Requestor: Thornton

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds:	\$	1,920,600
State Funds:	\$	-
Local Funds:	\$	213,400
Total:	\$	2,134,000

**Hazard Elimination Project: SH121A 23.27-23.7 SH 121 to SB US 287 ramp (FY 12)**

Description: New Signal, second left turn lane

Requestor: Broomfield

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds:	\$	867,592
State Funds:	\$	96,399
Local Funds:	\$	-
Total:	\$	963,991

**Hazard Elimination Project: Region 1 HES Projects TBD (FY 13)**

Description: TBD

Requestor: Region 1

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds:	\$	593,665
State Funds:	\$	65,963
Local Funds:	\$	-
Total:	\$	659,628

**Hazard Elimination Project: Region 2 HES Projects TBD (FY 13)**

Description: TBD

Requestor: Region 2

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	361,561
State Funds: \$	40,172
Local Funds: \$	-
Total: \$	401,733

**Hazard Elimination Project: SH50B MP 305.80-311.40 (FY 13)**

Description: Install median cablerail (Design 2012 - Const 2013)

Requestor: Region 2

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	776,880
State Funds: \$	86,321
Local Funds: \$	-
Total: \$	863,201

**Hazard Elimination Project: Region 3 HES Projects TBD (FY 13)**

Description: TBD

Requestor: Region 3

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	649,539
State Funds: \$	72,171
Local Funds: \$	-
Total: \$	721,710

**Hazard Elimination Project: Region 4 HES Projects TBD (FY 13)**

Description: TBD

Requestor: TBD

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	1,082,566
State Funds: \$	120,285
Local Funds: \$	-
Total: \$	1,202,851

**Hazard Elimination Project: Region 5 HES Projects TBD (FY 13)**

Description: TBD

Requestor: TBD

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	328,262
State Funds: \$	36,473
Local Funds: \$	-
Total: \$	364,735

**Hazard Elimination Project: Region 6 HES Projects TBD (FY 13)**

Description: TBD

Requestor: TBD

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	3,191,822
State Funds: \$	354,648
Local Funds: \$	-
Total: \$	3,546,470

**Hazard Elimination Project: Region 1 HOS Projects TBD (FY 13)**

Description: TBD

Requestor: TBD

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	631,903
State Funds: \$	70,211
Local Funds: \$	-
Total: \$	702,114

**Hazard Elimination Project: Region 2 HOS Projects TBD (FY 13)**

Description: TBD

Requestor: TBD

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	1,211,766
State Funds: \$	134,641
Local Funds: \$	-
Total: \$	1,346,407

**Hazard Elimination Project: Region 3 HOS Projects TBD (FY 13)**

Description: TBD

Requestor: TBD

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	691,376
State Funds: \$	76,820
Local Funds: \$	-
Total: \$	768,196

**Hazard Elimination Project: Region 4 HOS Projects TBD (FY 13)**

Description: TBD

Requestor: TBD

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	1,152,293
State Funds: \$	128,033
Local Funds: \$	-
Total: \$	1,280,326

**Hazard Elimination Project: Region 5 HOS Projects TBD (FY 13)**

Description: TBD

Requestor: TBD

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	349,405
State Funds: \$	38,823
Local Funds: \$	-
Total: \$	388,228

**Hazard Elimination Project: Region 6 HOS Projects TBD (FY 13)**

Description: TBD

Requestor: TBD

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	3,397,407
State Funds: \$	377,490
Local Funds: \$	-
Total: \$	3,774,897

**Hazard Elimination Project: Region 2 HES Projects TBD (FY13)**

Description: TBD

Requestor: TBD

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds:	\$	1,138,441
State Funds:	\$	126,493
Local Funds:	\$	-
Total:	\$	1,264,934

**Hazard Elimination Project: Region 3 HES Projects TBD (FY13)**

Description: TBD

Requestor: TBD

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds:	\$	649,539
State Funds:	\$	72,171
Local Funds:	\$	-
Total:	\$	721,710

**Hazard Elimination Project: Region 4 HES Projects TBD (FY13)**

Description: TBD

Requestor: TBD

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds:	\$	1,082,566
State Funds:	\$	120,285
Local Funds:	\$	-
Total:	\$	1,202,851

**Hazard Elimination Project: Region 5 HES Projects TBD (FY13)**

Description: TBD

Requestor: TBD

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	328,262
State Funds: \$	36,474
Local Funds: \$	-
Total: \$	364,736

**Hazard Elimination Project: Region 6 HES Projects TBD (FY13)**

Description: TBD

Requestor: TBD

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	3,191,823
State Funds: \$	354,647
Local Funds: \$	-
Total: \$	3,546,470

**Hazard Elimination Project: Region 1 HOS Projects TBD (FY13)**

Description: TBD

Requestor: TBD

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	631,903
State Funds: \$	70,211
Local Funds: \$	-
Total: \$	702,114

**Hazard Elimination Project: Region 2 HOS Projects TBD (FY13)**

Description: TBD

Requestor: TBD

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	1,211,766
State Funds: \$	134,641
Local Funds: \$	-
Total: \$	1,346,407

**Hazard Elimination Project: Region 3 HOS Projects TBD (FY13)**

Description: TBD

Requestor: TBD

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	691,376
State Funds: \$	76,820
Local Funds: \$	-
Total: \$	768,196

**Hazard Elimination Project: Region 4 HOS Projects TBD (FY13)**

Description: TBD

Requestor: TBD

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	1,152,293
State Funds: \$	128,033
Local Funds: \$	-
Total: \$	1,280,326

**Hazard Elimination Project: Region 5 HOS Projects TBD (FY13)**

Description: TBD

Requestor: TBD

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	349,405
State Funds: \$	38,823
Local Funds: \$	-
Total: \$	388,228

**Hazard Elimination Project: Region 6 HOS Projects TBD (FY13)**

Description: TBD

Requestor: TBD

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	3,397,407
State Funds: \$	377,490
Local Funds: \$	-
Total: \$	3,774,897



# **PROGRAM TASK DESCRIPTIONS**

## **2010-2013 ROADWAY TRAFFIC SAFETY**

### *Hot Spot Program*



## HOT SPOT PROGRAM

The Hot Spot Program provides an available State funding source and evaluation process for high priority or urgent highway safety demands or safety-related needs on other projects. The need for attention may arise from citizen requests, engineering or maintenance concerns or accidental damage among other, generally, un-forecast origins. This program, administered by Traffic Safety & Engineering, distributes equal funding among the CDOT Regions to assist with safety-related construction and improvement costs generated in addressing these demands.

**Region 1 "Hot Spot" Projects FY 2010**

Provide funding for Region priority locations that need immediate attention to alleviate a potential or existing accident problem.

Requestor: Region 1

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	262,263
Local Funds:	\$	-
Total:	\$	262,263

**Region 2 "Hot Spot" Projects FY 2010**

Provide funding for Region priority locations that need immediate attention to alleviate a potential or existing accident problem.

Requestor: Region 2

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	262,263
Local Funds:	\$	-
Total:	\$	262,263

**Region 3 "Hot Spot" Projects FY 2010**

Provide funding for Region priority locations that need immediate attention to alleviate a potential or existing accident problem.

Requestor: Region 3

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	262,263
Local Funds:	\$	-
Total:	\$	262,263

**Region 4 "Hot Spot" Projects FY 2010**

Provide funding for Region priority locations that need immediate attention to alleviate a potential or existing accident problem.

Requestor: Region 4

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	262,263
Local Funds:	\$	-
Total:	\$	262,263

**Region 5 "Hot Spot" Projects FY 2010**

Provide funding for Region priority locations that need immediate attention to alleviate a potential or existing accident problem.

Requestor: Region 5

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	262,263
Local Funds:	\$	-
Total:	\$	262,263

**Region 6 "Hot Spot" Projects FY 2010**

Provide funding for Region priority locations that need immediate attention to alleviate a potential or existing accident problem.

Requestor: Region 6

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	262,263
Local Funds:	\$	-
Total:	\$	262,263

**Region 1 "Hot Spot" Projects FY 2011**

Provide funding for Region priority locations that need immediate attention to alleviate a potential or existing accident problem.

Requestor: Region 1

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	241,699
Local Funds:	\$	-
Total:	\$	241,699

**Region 2 "Hot Spot" Projects FY 2011**

Provide funding for Region priority locations that need immediate attention to alleviate a potential or existing accident problem.

Requestor: Region 2

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	241,699
Local Funds:	\$	-
Total:	\$	241,699

**Region 3 "Hot Spot" Projects FY 2011**

Provide funding for Region priority locations that need immediate attention to alleviate a potential or existing accident problem.

Requestor: Region 3

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	241,699
Local Funds:	\$	-
Total:	\$	241,699

**Region 4 "Hot Spot" Projects FY 2011**

Provide funding for Region priority locations that need immediate attention to alleviate a potential or existing accident problem.

Requestor: Region 4

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	241,699
Local Funds:	\$	-
Total:	\$	241,699

**Region 5 "Hot Spot" Projects FY 2011**

Provide funding for Region priority locations that need immediate attention to alleviate a potential or existing accident problem.

Requestor: Region 5

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	241,699
Local Funds:	\$	-
Total:	\$	241,699

**Region 6 "Hot Spot" Projects FY 2011**

Provide funding for Region priority locations that need immediate attention to alleviate a potential or existing accident problem.

Requestor: Region 6

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	241,699
Local Funds:	\$	-
Total:	\$	241,699

**Region 1 "Hot Spot" Projects FY 2012**

Provide funding for Region priority locations that need immediate attention to alleviate a potential or existing accident problem.

Requestor: Region 1

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	361,192
Local Funds:	\$	-
Total:	\$	361,192

**Region 2 "Hot Spot" Projects FY 2012**

Provide funding for Region priority locations that need immediate attention to alleviate a potential or existing accident problem.

Requestor: Region 2

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	361,192
Local Funds:	\$	-
Total:	\$	361,192

**Region 3 "Hot Spot" Projects FY 2012**

Provide funding for Region priority locations that need immediate attention to alleviate a potential or existing accident problem.

Requestor: Region 3

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	361,192
Local Funds:	\$	-
Total:	\$	361,192

**Region 4 "Hot Spot" Projects FY 2012**

Provide funding for Region priority locations that need immediate attention to alleviate a potential or existing accident problem.

Requestor: Region 4

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	361,192
Local Funds:	\$	-
Total:	\$	361,192

**Region 5 "Hot Spot" Projects FY 2012**

Provide funding for Region priority locations that need immediate attention to alleviate a potential or existing accident problem.

Requestor: Region 5

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	361,192
Local Funds:	\$	-
Total:	\$	361,192

**Region 6 "Hot Spot" Projects FY 2012**

Provide funding for Region priority locations that need immediate attention to alleviate a potential or existing accident problem.

Requestor: Region 6

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	361,192
Local Funds:	\$	-
Total:	\$	361,192

**Region 1 "Hot Spot" Projects FY 2013**

Provide funding for Region priority locations that need immediate attention to alleviate a potential or existing accident problem.

Requestor: Region 1

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	361,170
Local Funds:	\$	-
Total:	\$	361,170

**Region 2 "Hot Spot" Projects FY 2013**

Provide funding for Region priority locations that need immediate attention to alleviate a potential or existing accident problem.

Requestor: Region 2

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	361,170
Local Funds:	\$	-
Total:	\$	361,170

**Region 3 "Hot Spot" Projects FY 2013**

Provide funding for Region priority locations that need immediate attention to alleviate a potential or existing accident problem.

Requestor: Region 3

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	361,170
Local Funds:	\$	-
Total:	\$	361,170

**Region 4 "Hot Spot" Projects FY 2013**

Provide funding for Region priority locations that need immediate attention to alleviate a potential or existing accident problem.

Requestor: Region 4

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	361,170
Local Funds:	\$	-
Total:	\$	361,170

**Region 5 "Hot Spot" Projects FY 2013**

Provide funding for Region priority locations that need immediate attention to alleviate a potential or existing accident problem.

Requestor: Region 5

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	361,170
Local Funds:	\$	-
Total:	\$	361,170

**Region 6 "Hot Spot" Projects FY 2013**

Provide funding for Region priority locations that need immediate attention to alleviate a potential or existing accident problem.

Requestor: Region 6

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	361,170
Local Funds:	\$	-
Total:	\$	361,170



# **PROGRAM TASK DESCRIPTIONS**

## **2010-2013 ROADWAY TRAFFIC SAFETY**

### *Traffic Signals Program*



## TRAFFIC SIGNALS FUNDING PROGRAM

CDOT's Traffic Signals Funding Program delivers uniform allotments to each engineering Region annually, specifically for traffic signal construction, signal replacement or signal system enhancement. The Regions rely on these funds. They budget them on a priority basis to address safety and operational needs at locations with existing traffic signals or where signals are warranted but not yet constructed. In a typical application, these dollars are directed to activities such as traffic signal rebuilding, new signal installation, equipment updating, signal expansion due to intersection widening, signal interconnection and operational improvements including hardware and software upgrades to facilitate safety and improved operations on a corridor level.

**Region 1 "Traffic Signals" Projects, FY 2010**

Provide funding for regional traffic signals from a priority waiting list of warranted locations, or locations that need additional or replacement equipment to enhance safety and operations.

Requestor: Region 1

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	178,237
Local Funds:	\$	-
Total:	\$	178,237

**Region 2 "Traffic Signals" Projects, FY 2010**

Provide funding for regional traffic signals from a priority waiting list of warranted locations, or locations that need additional or replacement equipment to enhance safety and operations.

Requestor: Region 2

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	178,237
Local Funds:	\$	-
Total:	\$	178,237

**Region 3 "Traffic Signals" Projects, FY 2010**

Provide funding for regional traffic signals from a priority waiting list of warranted locations, or locations that need additional or replacement equipment to enhance safety and operations.

Requestor: Region 3

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	178,237
Local Funds:	\$	-
Total:	\$	178,237

**Region 4 "Traffic Signals" Projects, FY 2010**

Provide funding for regional traffic signals from a priority waiting list of warranted locations, or locations that need additional or replacement equipment to enhance safety and operations.

Requestor: Region 4

Cost Summary:

Federal Funds: \$	-
State Funds: \$	178,237
Local Funds: \$	-
Total: \$	178,237

**Region 5 "Traffic Signals" Projects, FY 2010**

Provide funding for regional traffic signals from a priority waiting list of warranted locations, or locations that need additional or replacement equipment to enhance safety and operations.

Requestor: Region 5

Cost Summary:

Federal Funds: \$	-
State Funds: \$	178,237
Local Funds: \$	-
Total: \$	178,237

**Region 6 "Traffic Signals" Projects, FY 2010**

Provide funding for regional traffic signals from a priority waiting list of warranted locations, or locations that need additional or replacement equipment to enhance safety and operations.

Requestor: Region 6

Cost Summary:

Federal Funds: \$	-
State Funds: \$	178,237
Local Funds: \$	-
Total: \$	178,237

**Region 1 "Traffic Signals" Projects, FY 2011**

Provide funding for regional traffic signals from a priority waiting list of warranted locations, or locations that need additional or replacement equipment to enhance safety and operations.

Requestor: Region 1

Cost Summary:

Federal Funds: \$	-
State Funds: \$	164,262
Local Funds: \$	-
Total: \$	164,262

**Region 2 "Traffic Signals" Projects, FY 2011**

Provide funding for regional traffic signals from a priority waiting list of warranted locations, or locations that need additional or replacement equipment to enhance safety and operations.

Requestor: Region 2

Cost Summary:

Federal Funds: \$	-
State Funds: \$	164,262
Local Funds: \$	-
Total: \$	164,262

**Region 3 "Traffic Signals" Projects, FY 2011**

Provide funding for regional traffic signals from a priority waiting list of warranted locations, or locations that need additional or replacement equipment to enhance safety and operations.

Requestor: Region 3

Cost Summary:

Federal Funds: \$	-
State Funds: \$	164,262
Local Funds: \$	-
Total: \$	164,262

**Region 4 "Traffic Signals" Projects, FY 2011**

Provide funding for regional traffic signals from a priority waiting list of warranted locations, or locations that need additional or replacement equipment to enhance safety and operations.

Requestor: Region 4

Cost Summary:

Federal Funds: \$	-
State Funds: \$	164,262
Local Funds: \$	-
Total: \$	164,262

**Region 5 "Traffic Signals" Projects, FY 2011**

Provide funding for regional traffic signals from a priority waiting list of warranted locations, or locations that need additional or replacement equipment to enhance safety and operations.

Requestor: Region 5

Cost Summary:

Federal Funds: \$	-
State Funds: \$	164,262
Local Funds: \$	-
Total: \$	164,262

**Region 6 "Traffic Signals" Projects, FY 2011**

Provide funding for regional traffic signals from a priority waiting list of warranted locations, or locations that need additional or replacement equipment to enhance safety and operations.

Requestor: Region 6

Cost Summary:

Federal Funds: \$	-
State Funds: \$	164,262
Local Funds: \$	-
Total: \$	164,262

**Region 1 "Traffic Signals" Projects, FY 2012**

Provide funding for regional traffic signals from a priority waiting list of warranted locations, or locations that need additional or replacement equipment to enhance safety and operations.

Requestor: Region 1

Cost Summary:

Federal Funds: \$	-
State Funds: \$	245,470
Local Funds: \$	-
Total: \$	245,470

**Region 2 "Traffic Signals" Projects, FY 2012**

Provide funding for regional traffic signals from a priority waiting list of warranted locations, or locations that need additional or replacement equipment to enhance safety and operations.

Requestor: Region 2

Cost Summary:

Federal Funds: \$	-
State Funds: \$	245,470
Local Funds: \$	-
Total: \$	245,470

**Region 3 "Traffic Signals" Projects, FY 2012**

Provide funding for regional traffic signals from a priority waiting list of warranted locations, or locations that need additional or replacement equipment to enhance safety and operations.

Requestor: Region 3

Cost Summary:

Federal Funds: \$	-
State Funds: \$	245,470
Local Funds: \$	-
Total: \$	245,470

**Region 4 "Traffic Signals" Projects, FY 2012**

Provide funding for regional traffic signals from a priority waiting list of warranted locations, or locations that need additional or replacement equipment to enhance safety and operations.

Requestor: Region 4

Cost Summary:

Federal Funds: \$	-
State Funds: \$	245,470
Local Funds: \$	-
Total: \$	245,470

**Region 5 "Traffic Signals" Projects, FY 2012**

Provide funding for regional traffic signals from a priority waiting list of warranted locations, or locations that need additional or replacement equipment to enhance safety and operations.

Requestor: Region 5

Cost Summary:

Federal Funds: \$	-
State Funds: \$	245,470
Local Funds: \$	-
Total: \$	245,470

**Region 6 "Traffic Signals" Projects, FY 2012**

Provide funding for regional traffic signals from a priority waiting list of warranted locations, or locations that need additional or replacement equipment to enhance safety and operations.

Requestor: Region 6

Cost Summary:

Federal Funds: \$	-
State Funds: \$	245,470
Local Funds: \$	-
Total: \$	245,470

**Region 1 "Traffic Signals" Projects, FY 2013**

Provide funding for regional traffic signals from a priority waiting list of warranted locations, or locations that need additional or replacement equipment to enhance safety and operations.

Requestor: Region 1

Cost Summary:

Federal Funds: \$	-
State Funds: \$	245,456
Local Funds: \$	-
Total: \$	245,456

**Region 2 "Traffic Signals" Projects, FY 2013**

Provide funding for regional traffic signals from a priority waiting list of warranted locations, or locations that need additional or replacement equipment to enhance safety and operations.

Requestor: Region 2

Cost Summary:

Federal Funds: \$	-
State Funds: \$	245,456
Local Funds: \$	-
Total: \$	245,456

**Region 3 "Traffic Signals" Projects, FY 2013**

Provide funding for regional traffic signals from a priority waiting list of warranted locations, or locations that need additional or replacement equipment to enhance safety and operations.

Requestor: Region 3

Cost Summary:

Federal Funds: \$	-
State Funds: \$	245,456
Local Funds: \$	-
Total: \$	245,456

**Region 4 "Traffic Signals" Projects, FY 2013**

Provide funding for regional traffic signals from a priority waiting list of warranted locations, or locations that need additional or replacement equipment to enhance safety and operations.

Requestor: Region 4

Cost Summary:

Federal Funds: \$	-
State Funds: \$	245,456
Local Funds: \$	-
Total: \$	245,456

**Region 5 "Traffic Signals" Projects, FY 2013**

Provide funding for regional traffic signals from a priority waiting list of warranted locations, or locations that need additional or replacement equipment to enhance safety and operations.

Requestor: Region 5

Cost Summary:

Federal Funds: \$	-
State Funds: \$	245,456
Local Funds: \$	-
Total: \$	245,456

**Region 6 "Traffic Signals" Projects, FY 2013**

Provide funding for regional traffic signals from a priority waiting list of warranted locations, or locations that need additional or replacement equipment to enhance safety and operations.

Requestor: Region 6

Cost Summary:

Federal Funds: \$	-
State Funds: \$	245,456
Local Funds: \$	-
Total: \$	245,456



# **PROGRAM TASK DESCRIPTIONS**

## **2010-2013 ROADWAY TRAFFIC SAFETY**

### *Safety Resurfacing Program*



## SAFETY RESURFACING PROGRAM

The Safety Resurfacing Program is an effective and well-established approach to systematically improve highway safety statewide. This efficient program supplies funding to individual Regions to address safety problems in conjunction with routinely scheduled roadway resurfacing projects. In contrast with other safety programs, this process delivers varied funding levels to CDOT Engineering Regions based on the Region's overall resurfacing demands. With this Program, each project location is rigorously analyzed for existing safety problems and evaluated for its accident reduction potential via the Safety Assessment Report procedure. This procedure explicitly considers safety on 3R-type projects, maximizing accident reduction within the limitations of available budgets. Based on identified problems and specific characteristics at a project's location, a selection of safety improvement options are offered that can be included in the project's scope.

**Region 1 "Safety Resurfacing" Money, FY 2010**

Provides safety improvements while resurfacing through the Safety Assessment process.

Requestor: Region 1

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	627,675
Local Funds:	\$	-
Total:	\$	627,675

**Region 2 "Safety Resurfacing" Money, FY 2010**

Provides safety improvements while resurfacing through the Safety Assessment process.

Requestor: Region 2

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	924,214
Local Funds:	\$	-
Total:	\$	924,214

**Region 3 "Safety Resurfacing" Money, FY 2010**

Provides safety improvements while resurfacing through the Safety Assessment process.

Requestor: Region 3

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	751,233
Local Funds:	\$	-
Total:	\$	751,233

**Region 4 "Safety Resurfacing" Money, FY 2010**

Provides safety improvements while resurfacing through the Safety Assessment process.

Requestor: Region 4

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	1,413,504
Local Funds:	\$	-
Total:	\$	1,413,504

**Region 5 "Safety Resurfacing" Money, FY 2010**

Provides safety improvements while resurfacing through the Safety Assessment process.

Requestor: Region 5

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	598,021
Local Funds:	\$	-
Total:	\$	598,021

**Region 6 "Safety Resurfacing" Money, FY 2010**

Provides safety improvements while resurfacing through the Safety Assessment process.

Requestor: Region 6

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	627,675
Local Funds:	\$	-
Total:	\$	627,675

**Region 1 "Safety Resurfacing" Money, FY 2011**

Provides safety improvements while resurfacing through the Safety Assessment process.

Requestor: Region 1

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	448,658
Local Funds:	\$	-
Total:	\$	448,658

**Region 2 "Safety Resurfacing" Money, FY 2011**

Provides safety improvements while resurfacing through the Safety Assessment process.

Requestor: Region 2

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	638,091
Local Funds:	\$	-
Total:	\$	638,091

**Region 3 "Safety Resurfacing" Money, FY 2011**

Provides safety improvements while resurfacing through the Safety Assessment process.

Requestor: Region 3

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	465,275
Local Funds:	\$	-
Total:	\$	465,275

**Region 4 "Safety Resurfacing" Money, FY 2011**

Provides safety improvements while resurfacing through the Safety Assessment process.

Requestor: Region 4

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	980,401
Local Funds:	\$	-
Total:	\$	980,401

**Region 5 "Safety Resurfacing" Money, FY 2011**

Provides safety improvements while resurfacing through the Safety Assessment process.

Requestor: Region 5

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	395,484
Local Funds:	\$	-
Total:	\$	395,484

**Region 6 "Safety Resurfacing" Money, FY 2011**

Provides safety improvements while resurfacing through the Safety Assessment process.

Requestor: Region 6

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	395,484
Local Funds:	\$	-
Total:	\$	395,484

**Region 1 "Safety Resurfacing" Money, FY 2012**

Provides safety improvements while resurfacing through the Safety Assessment process.

Requestor: Region 1

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	640,670
Local Funds:	\$	-
Total:	\$	640,670

**Region 2 "Safety Resurfacing" Money, FY 2012**

Provides safety improvements while resurfacing through the Safety Assessment process.

Requestor: Region 2

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	943,622
Local Funds:	\$	-
Total:	\$	943,622

**Region 3 "Safety Resurfacing" Money, FY 2012**

Provides safety improvements while resurfacing through the Safety Assessment process.

Requestor: Region 3

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	695,300
Local Funds:	\$	-
Total:	\$	695,300

**Region 4 "Safety Resurfacing" Money, FY 2012**

Provides safety improvements while resurfacing through the Safety Assessment process.

Requestor: Region 4

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	1,509,795
Local Funds:	\$	-
Total:	\$	1,509,795

**Region 5 "Safety Resurfacing" Money, FY 2012**

Provides safety improvements while resurfacing through the Safety Assessment process.

Requestor: Region 5

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	95,972
Local Funds:	\$	-
Total:	\$	95,972

**Region 6 "Safety Resurfacing" Money, FY 2012**

Provides safety improvements while resurfacing through the Safety Assessment process.

Requestor: Region 6

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	581,073
Local Funds:	\$	-
Total:	\$	581,073

**Region 1 "Safety Resurfacing" Money, FY 2013**

Provides safety improvements while resurfacing through the Safety Assessment process.

Requestor: Region 1

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	640,631
Local Funds:	\$	-
Total:	\$	640,631

**Region 2 "Safety Resurfacing" Money, FY 2013**

Provides safety improvements while resurfacing through the Safety Assessment process.

Requestor: Region 2

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	844,242
Local Funds:	\$	-
Total:	\$	844,242

**Region 3 "Safety Resurfacing" Money, FY 2013**

Provides safety improvements while resurfacing through the Safety Assessment process.

Requestor: Region 3

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	903,836
Local Funds:	\$	-
Total:	\$	903,836

**Region 4 "Safety Resurfacing" Money, FY 2013**

Provides safety improvements while resurfacing through the Safety Assessment process.

Requestor: Region 4

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	1,107,447
Local Funds:	\$	-
Total:	\$	1,107,447

**Region 5 "Safety Resurfacing" Money, FY 2013**

Provides safety improvements while resurfacing through the Safety Assessment process.

Requestor: Region 5

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	402,257
Local Funds:	\$	-
Total:	\$	402,257

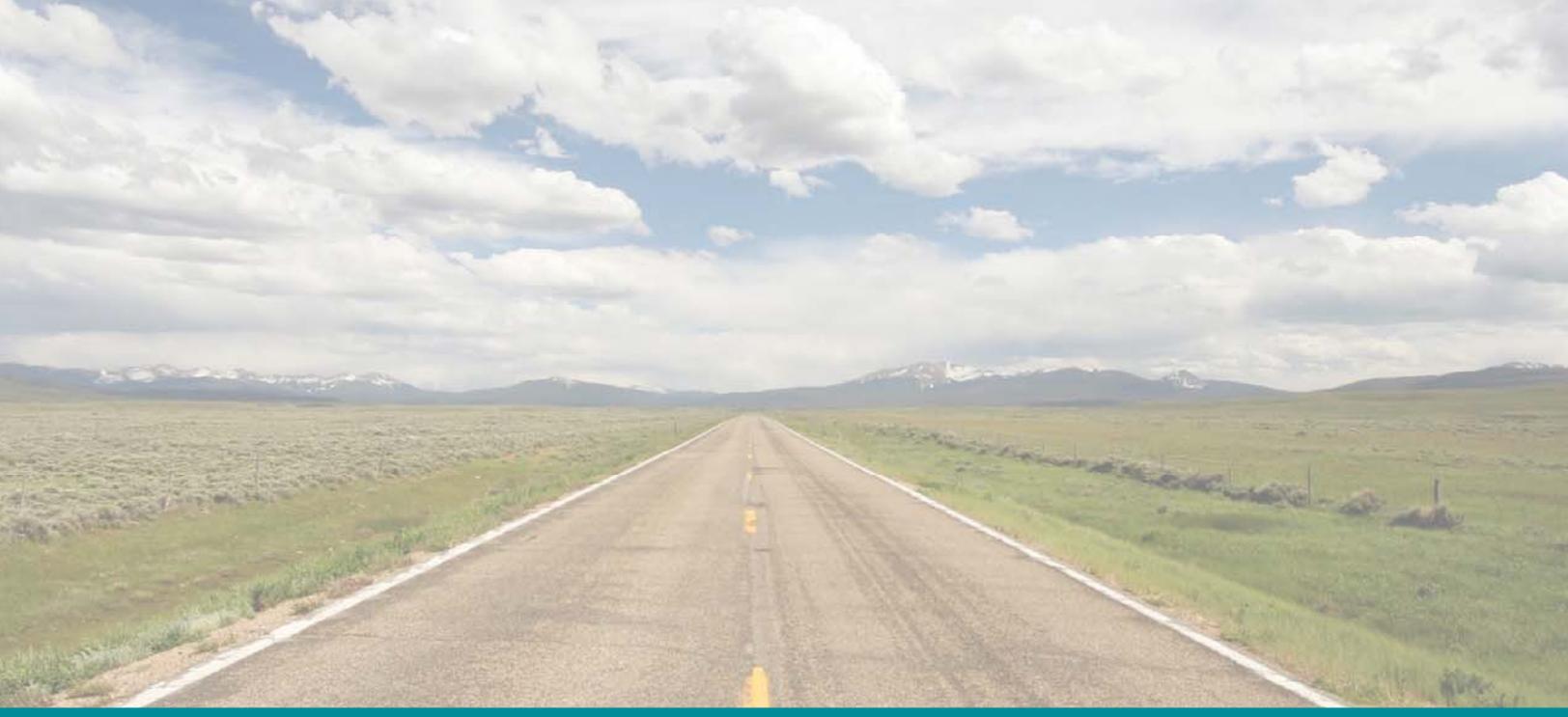
**Region 6 "Safety Resurfacing" Money, FY 2013**

Provides safety improvements while resurfacing through the Safety Assessment process.

Requestor: Region 6

Cost Summary:

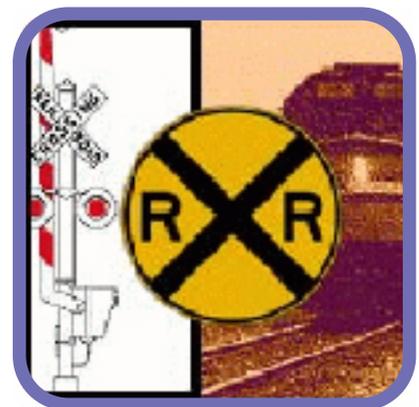
Federal Funds:	\$	-
State Funds:	\$	1,067,718
Local Funds:	\$	-
Total:	\$	1,067,718



# **PROGRAM TASK DESCRIPTIONS**

## **2010-2013 ROADWAY TRAFFIC SAFETY**

### *Rail Crossing Protection*



## RAIL CROSSING PROTECTION PROGRAM

The federal Section 130 program earmarks funds for individual grade crossing safety projects on Colorado's streets, roads, and roadways. Section 130 projects are identified and prioritized based on an accident prediction analysis and benefit/cost ratio. The CDOT Safety and Traffic Engineering Branch administers the Section 130 program and is CDOT's point of contact with railroads, the Colorado Public Utilities Commission, and/or local agencies on all CDOT/railroad contracts.

Each year, FHWA apportions funds to help improve roadway-rail safety, pursuant to 23 U.S.C. (United States Code) Section 130 and related federal law. These funds must be applied toward projects for the elimination of hazards at highway-rail crossings, including the separation or protection of grades at crossings, the reconstruction of existing railroad grade crossing structures and the relocation of highways to eliminate grade crossings.

Of the annual program funding available, at least half shall be available for the installation of protective devices at rail/highway at-grade crossings. The balance of funds may be applied, at CDOT's discretion, toward grade crossing protective devices or any other eligible project under this section. CDOT's goal has been to apply half of program funds toward grade crossing protective devices, and half of program funds toward a new grade separation structure. Under this strategy, CDOT is capable of constructing six to eight grade crossing upgrades (e.g., installation of flashing lights, gates, and bells) each year on a continuing basis.

Typical projects often involve the installation of active warning devices which generally consist of automatic gates, flashing lights and bells at locations that only have passive warning devices or inadequate active warning devices.

**FY 2010 RRX Project: CR 56 E/O CR 19 near Fort Collins**

Description: Lights, gates, bells, and sensors

Requestor: Larimer County (UPRR)

Evaluation Measure: FRA benefit/cost - accident reduction program

Cost Summary:

Federal Funds:	\$	70,000
State Funds:	\$	-
Local Funds:	\$	-
Total:	\$	70,000

**FY 2010 RRX Project: CR 19 W/O CR 56 near Fort Collins**

Description: Lights, Gates, Bells, and Sensors

Requestor: Larimer County

Evaluation Measure: FRA benefit/cost - accident reduction program

Cost Summary:

Federal Funds:	\$	290,000
State Funds:		
Local Funds:	\$	-
Total:	\$	290,000

**FY 2010 RRX Project: SLRG - Sherman St., Monte Vista**

Description: Install LED Lights

Requestor: Rio Grande (SLRG)

Evaluation Measure: FRA benefit/cost - accident reduction program

Cost Summary:

Federal Funds:	\$	30,000
State Funds:	\$	-
Local Funds:	\$	-
Total:	\$	30,000

**FY 2010 RRX Project: River Rd in Grand Junction**

Description: Lights, Gates, Bells, and Sensors

Requestor: Grand Junction (UPRR)

Evaluation Measure: FRA benefit/cost - accident reduction program

Cost Summary:

Federal Funds:	\$	350,000
State Funds:	\$	-
Local Funds:	\$	-
Total:	\$	350,000

**FY 2010 RRX Project: Weld County RD 22**

Description: Lights, Gates, Bells, and Sensors

Requestor: Weld County (UPRR)

Evaluation Measure: FRA benefit/cost - accident reduction program

Cost Summary:

Federal Funds:	\$	200,000
State Funds:		
Local Funds:	\$	-
Total:	\$	200,000

**FY 2010 RRX Project: Weld County RD 42**

Description: Lights, Gates, Bells, and Sensors

Requestor: Weld County (UPRR)

Evaluation Measure: FRA benefit/cost - accident reduction program

Cost Summary:

Federal Funds:	\$	350,000
State Funds:	\$	-
Local Funds:	\$	-
Total:	\$	350,000

**FY 2010 RRX Project: Weld County RD 40**

Description: Lights, Gates, Bells, and Sensors

Requestor: Weld County (UPRR)

Evaluation Measure: FRA benefit/cost - accident reduction program

Cost Summary:

Federal Funds:	\$	200,000
State Funds:	\$	-
Local Funds:	\$	-
Total:	\$	200,000

**FY 2010 RRX Project: SH 40 West of Hayden, Routt County**

Description: Lights, Gates, Bells, and Sensors

Requestor: Routt County (UPRR)

Evaluation Measure: FRA benefit/cost - accident reduction program

Cost Summary:

Federal Funds:	\$	270,000
State Funds:	\$	-
Local Funds:	\$	-
Total:	\$	270,000

**FY 2010 RRX Project 17 Road, Fruita, Mesa County**

Description: Lights, Gates, Bells, and Sensors

Requestor: Mesa County (UPRR)

Evaluation Measure: FRA benefit/cost - accident reduction program

Cost Summary:

Federal Funds:	\$	350,000
State Funds:		
Local Funds:	\$	-
Total:	\$	350,000

**FY 2010 RRX Project: Roll Forward to FY 2011**

Description: TBD

Requestor: TBD

Evaluation Measure: FRA benefit/cost - accident reduction program

Cost Summary:

Federal Funds:	\$	555,264
State Funds:		
Local Funds:	\$	-
Total:	\$	555,264

**FY 2010 RRX Project: TBD/Roll Forward for Future Structures**

Description: Future Structures

Requestor: TBD

Evaluation Measure: FRA benefit/cost - accident reduction program

Cost Summary:

Federal Funds:	\$	1,242,046
State Funds:	\$	104,414
Local Funds:	\$	-
Total:	\$	1,346,460

**FY 2011 RRX Project: US 34 E/O CR 13 (GWRR)**

Description: Cantilever Lights, Gates, Bells, and Sensors

Requestor: CDOT - Weld (GWRR)

Evaluation Measure: FRA benefit/cost - accident reduction program

Cost Summary:

Federal Funds:	\$	650,000
State Funds:	\$	-
Local Funds:	\$	-
Total:	\$	650,000

**FY 2011 RRX Project: SH 34 E/O I-25 (UPRR)**

Description: Cantilever Lights, Gates, Bells, and Sensors

Requestor: CDOT - Weld (UPRR)

Evaluation Measure: FRA benefit/cost - accident reduction program

Cost Summary:

Federal Funds:	\$	750,000
State Funds:	\$	-
Local Funds:	\$	-
Total:	\$	750,000

**FY 2011 RRX Project: Vision Lane, Pueblo County**

Description: Lights, Gates, Bells, and Sensors

Requestor: Pueblo County (BNSF)

Evaluation Measure: FRA benefit/cost - accident reduction program

Cost Summary:

Federal Funds:	\$	300,000
State Funds:		
Local Funds:	\$	-
Total:	\$	300,000

**FY 2011 RRX Project: Roll Forward to FY 2012**

Description: TBD

Requestor: TBD

Evaluation Measure: FRA benefit/cost - accident reduction program

Cost Summary:

Federal Funds:	\$	79,814
State Funds:		
Local Funds:	\$	-
Total:	\$	79,814

**FY 2011 RRX Project: TBD/Roll Forward for Future Structures**

Description: Future Structures

Requestor: TBD

Evaluation Measure: FRA benefit/cost - accident reduction program

Cost Summary:

Federal Funds:	\$	2,987,156
State Funds:	\$	110,480
Local Funds:	\$	-
Total:	\$	3,097,636

**FY 2012 RRX Project: Morgan County RD U at SH 6**

Description: Lights, Gates, Bells, and Sensors

Requestor: Morgan County (BNSF)

Evaluation Measure: FRA benefit/cost - accident reduction program

Cost Summary:

Federal Funds:	\$	270,000
State Funds:		
Local Funds:	\$	-
Total:	\$	270,000

**FY 2012 RRX Project: Otero County Rd 22**

Description: Lights, Gates, Bells, and Sensors

Requestor: Otero County (BNSF)

Evaluation Measure: FRA benefit/cost - accident reduction program

Cost Summary:

Federal Funds:	\$	270,000
State Funds:	\$	-
Local Funds:	\$	-
Total:	\$	270,000

**FY 2012 RRX Project: Otero County Rd 17**

Description: Lights, Gates, Bells, and Sensors

Requestor: Otero County (BNSF)

Evaluation Measure: FRA benefit/cost - accident reduction program

Cost Summary:

Federal Funds:	\$	270,000
State Funds:	\$	-
Local Funds:	\$	-
Total:	\$	270,000

**FY 2012 RRX Project: Otero County Rd 14**

Description: Lights, Gates, Bells, and Sensors

Requestor: Otero County (BNSF)

Evaluation Measure: FRA benefit/cost - accident reduction program

Cost Summary:

Federal Funds:	\$	270,000
State Funds:	\$	-
Local Funds:	\$	-
Total:	\$	270,000

**FY 2012 RRX Project: Roll Forward to FY 2013**

Description: TBD

Requestor: TBD

Evaluation Measure: FRA benefit/cost - accident reduction program

Cost Summary:

Federal Funds:	\$	43,595
State Funds:		
Local Funds:	\$	-
Total:	\$	43,595

**FY 2012 RRX Project: Fund Grade Separation Project**

Description: Future Structures

Requestor: TBD

Evaluation Measure: FRA benefit/cost - accident reduction program

Cost Summary:

Federal Funds:	\$	4,734,555
State Funds:	\$	115,976
Local Funds:	\$	-
Total:	\$	4,850,531

**FY 2013 RRX Project: Linden Ave N/O Prairie, Trinidad**

Description: Lights, Gates, Bells, and Sensors

Requestor: Las Animas County (BNSF)

Evaluation Measure: FRA benefit/cost - accident reduction program

Cost Summary:

Federal Funds:	\$	250,000
State Funds:	\$	-
Local Funds:	\$	-
Total:	\$	250,000

**FY 2013 RRX Project: Linden Ave S/O I-25, Trinidad**

Description: Lights, Gates, Bells, and Sensors

Requestor: Las Animas County (BNSF)

Evaluation Measure: FRA benefit/cost - accident reduction program

Cost Summary:

Federal Funds:	\$	250,000
State Funds:	\$	-
Local Funds:	\$	-
Total:	\$	250,000

**FY 2013 RRX Project: CR 30 E/O US 85 near Platteville**

Description: Lights, Gates, Bells, and Sensors

Requestor: Town of Platteville (UPRR)

Evaluation Measure: FRA benefit/cost - accident reduction program

Cost Summary:

Federal Funds:	\$	300,000
State Funds:	\$	-
Local Funds:	\$	-
Total:	\$	300,000

**FY 2013 RRX Project: Garfield Ave in Loveland**

Description: Lights, Gates, Bells, and Sensors

Requestor: City of Loveland (BNSF)

Evaluation Measure: FRA benefit/cost - accident reduction program

Cost Summary:

Federal Funds:	\$	270,000
State Funds:	\$	-
Local Funds:	\$	-
Total:	\$	270,000

**FY 2013 RRX Project: Monroe Ave S/O 11th in Loveland**

Description: Lights, Gates, Bells, and Sensors

Requestor: City of Loveland (BNSF)

Evaluation Measure: FRA benefit/cost - accident reduction program

Cost Summary:

Federal Funds:	\$	270,000
State Funds:	\$	-
Local Funds:	\$	-
Total:	\$	270,000

**FY 2013 RRX Project: Transfer From 2013 RGS Account**

Description: TBD

Requestor: TBD

Evaluation Measure: FRA benefit/cost - accident reduction program

Cost Summary:

Federal Funds:	\$	204,458
State Funds:	\$	-
Local Funds:	\$	-
Total:	\$	204,458

**FY 2013 RRX Project: Roll Forward for Future Structures TBD**

Description: Future Structures

Requestor: TBD

Evaluation Measure: FRA benefit/cost - accident reduction program

Cost Summary:

Federal Funds: \$	968,893
State Funds: \$	117,655
Local Funds: \$	-
Total: \$	1,086,548



# **PROGRAM TASK DESCRIPTIONS**

## **2010-2013 ROADWAY TRAFFIC SAFETY**

### *Rockfall*



## ROCKFALL

Rockfall hazards have been the direct cause of several traffic accidents, traffic delays, injuries and fatalities along Colorado's mountain corridors. As tourism increases so does traffic volume along these roadways. As a result, the consequences of rockfall incidents will be magnified as was shown by two events in 2005 on US 6 in Clear Creek Canyon and on I-70 near Idaho Springs.

Rockfall is recognized in Colorado as a significant natural hazard that is sporadic and unpredictable. The purpose of implementing rockfall mitigation is to reduce the risk of rockfall at specific locations. Completely eliminating the rockfall risk is typically not feasible and in many cases would require that the hazard be completely avoided. Over 750 locations statewide are recognized as having chronic rockfall hazards.

**Rockfall Mitigation: Annual Rockfall Program, FY 2010**

Description: To Reduce Rockfall along State Highway Corridors

Requestor: HQ Materials Lab

## Cost Summary:

Federal Funds: \$	-
State Funds: \$	3,034,717
Local Funds: \$	-
Total: \$	3,034,717

**Rockfall Mitigation: Annual Rockfall Program, FY 2011**

Description: To Reduce Rockfall along State Highway Corridors

Requestor: HQ Materials Lab

## Cost Summary:

Federal Funds: \$	-
State Funds: \$	2,126,273
Local Funds: \$	-
Total: \$	2,126,273

**Rockfall Mitigation: Annual Rockfall Program, FY 2012**

Description: To Reduce Rockfall along State Highway Corridors

Requestor: HQ Materials Lab

## Cost Summary:

Federal Funds: \$	-
State Funds: \$	3,248,016
Local Funds: \$	-
Total: \$	3,248,016

**Rockfall Mitigation: Annual Rockfall Program, FY 2013**

Description: To Reduce Rockfall along State Highway Corridors

Requestor: HQ Materials Lab

## Cost Summary:

Federal Funds: \$	-
State Funds: \$	3,309,809
Local Funds: \$	-
Total: \$	3,309,809





# PROGRAM TASK DESCRIPTIONS

## 2010-2013 ROADWAY TRAFFIC SAFETY

### *2010 Roadway Engineering Safety*



## 2010 ROADWAY ENGINEERING SAFETY

As per the Strategic Plan for Improving Roadway Safety (SPIRS), the following strategies should be considered as part of the roadway engineering safety program:

- Provide roadway safety education seminars for local personnel responsible for traffic engineering;
- Provide flagger training for local personnel through the Colorado Local Technical Assistance Program;
- Offer training classes to traffic safety professionals;
- Provide technical publications to the public; and
- Reward maintenance and construction personnel for contributing to roadway safety.

In addition SPIRS states that the following elements should be included in the development of this program:

- Signing;
- Pavement markings;
- Parking;
- Traffic flow;
- School zones;
- Railroad crossings;
- Construction work zones; and
- Roadside obstacles.

The Roadway Engineering Safety Programs, Traffic Safety Engineering Studies for Local Entities use crash and other traffic data to select communities to participate in the Road Safety Audit program. This task along with the Signs for Small Communities task includes the elements that SPIRS stated should be included in this program.

The other tasks that are part of this program allow CDOT to implement the strategies that SPIRS stated should be considered. The Maintenance Roadside Safety Award Incentive Program allows us to reward our own staff for their efforts to reduce the number and severity of road departure crashes. The other programs allow us to provide the training and technical reference materials that are needed to improve roadway safety.

**Task Number** 10-05-51-01  
**Program Name** Traffic Safety Engineering Studies for Local Entities  
**Contractor** Safety and Traffic Engineering Branch Staff, County and City Staff, and Private Consultant  
**Program Manager** Reyes (Acting)

Up to nine communities will be offered Road Safety Audits. Towns and counties with populations below 20,000 and 50,000 respectively, will be asked to participate with CDOT and our partners. Selection will be based on crash data and population. The eight step process detailed in the FHWA Road Safety Audit Guidelines will be used to perform these audits. FHWA staff will provide technical assistance but will not be charging to the task.

In the Roadway Engineering Safety section of SPIRS one of the performance measures listed is to provide at least six traffic engineering studies per year for towns with populations of 20,000 or less. This program will directly impact the following performance measure: Provide up to nine traffic engineering studies per year for towns with populations of 20,000 or less and/or counties with populations below 50,000.

***This project addresses measures:***

- C-1.** Reduce the number of traffic fatalities
- C-2.** Reduce the number of serious injuries in traffic crashes
- C-3.** Reduce fatalities per Vehicle Miles Traveled (VMT)
- C-10.** Reduce the number of pedestrian fatalities

Evaluation Measure **4.** Number of audit findings implemented from the road safety audits  
 Funding Source FHWA Flex (Note: no funding is presently available)  
 Program Area Roadway Engineering Safety

<u>Cost Summary</u>		
Personal Services	\$	-
Operating Expenses		
Travel		
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>-</b>
<hr/>		
Federal Funds	\$	-
Agency Match		
<b>Total</b>	<b>\$</b>	<b>-</b>

**Task Number** 10-05-51-02  
**Program Name** Signs for Small Communities  
**Contractor** Safety and Traffic Engineering Branch Staff  
**Program Manager** Reyes (Acting)

To compliment the traffic safety engineering studies task, towns or counties that complete road safety audits will be eligible for assistance with regulatory sign, warning sign and sign post purchases on the facilities audited.

In the SPIRS one of the elements listed in the Roadway Engineering Safety section is signing. This task allows us to improve signing on local roads.

This task directly relates to the following two performance measures: Increase the number of high visibility roadway signs by 2010 and Increase the letter size on roadway signs by 2010.

***This project addresses measures:***

- C-1.** Reduce the number of traffic fatalities
- C-2.** Reduce the number of serious injuries in traffic crashes
- C-3.** Reduce fatalities per Vehicle Miles Traveled (VMT)
- C-10.** Reduce the number of pedestrian fatalities

**Evaluation Measure** 5. Number of signs installed as a result of the road safety audits complimentary Signs for Small Communities Program.  
**Funding Source** FHWA Flex (Note: no funding is presently available)  
**Program Area** Roadway Engineering Safety

Cost Summary		
Personal Services	\$	-
Operating Expenses		
Travel		
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>-</b>
Federal Funds	\$	-
Agency Match		
<b>Total</b>	<b>\$</b>	<b>-</b>

**Task Number** 10-05-51-03  
**Program Name** Traffic Engineering Seminars  
**Contractor** Safety and Traffic Engineering Branch Staff  
**Program Manager** Reyes (Acting)

It is desired to continue efforts to provide traffic engineering training seminars to individuals with traffic engineering responsibilities. These seminars will provide instruction about signing, pavement markings, the Manual on Uniform Traffic Control Devices (MUTCD), and other related topics. Part of the seminar will provide insight into liability issues.

A tuition fee for the courses offered through this task will be charged to non-governmental employees. The fee collected will be put back into the task to defray training costs.

The Roadway Engineering Section of SPIRS discusses providing roadway safety education seminars for local personnel responsible for traffic engineering.

***This project addresses measures:***

- C-1.** Reduce the number of traffic fatalities
- C-2.** Reduce the number of serious injuries in traffic crashes
- C-3.** Reduce fatalities per Vehicle Miles Traveled (VMT)
- C-10.** Reduce the number of pedestrian fatalities

Evaluation Measure **6.** Approximately 130 individuals trained from local entities in the Traffic Engineering Seminars Program.  
 Funding Source FHWA Flex (Note: Presently no funds are available)  
 Program Area Roadway Engineering Safety

Cost Summary

Personal Services		
Operating Expenses		
Travel		
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>-</b>
<hr/>		
Federal Funds	\$	-
Agency Match		
<b>Total</b>	<b>\$</b>	<b>-</b>

**Task Number** 10-05-51-04  
**Program Name** Work Zone Traffic Control and Flagger Certification  
**Contractor** Colorado Local Technical Assistance Program  
**Program Manager** Reyes (Acting)

To improve traffic control and safety in local roadway work zone areas, CDOT will contract with the Colorado Local Technical Assistance Program (LTAP) to conduct up to five workshops on work zone traffic control and to provide flagger certification for those who successfully complete the flagger test. These sessions will be offered in various locations throughout Colorado.

The Elements and Strategies section of SPIRS includes: Provide flagger training for local personnel through the Colorado Local Technical Assistance Program. This task allows us to implement this strategy.

***This project addresses measures:***

- C-1.** Reduce the number of traffic fatalities
- C-2.** Reduce the number of serious injuries in traffic crashes
- C-3.** Reduce fatalities per Vehicle Miles Traveled (VMT)
- C-10.** Reduce the number of pedestrian fatalities

**Evaluation Measure** 7. Approximately 100 individuals trained from local entities in Work Zone Traffic Control and Flagger certification Program.  
**Funding Source** FHWA Flex Funds (Note: Presently no funds are available)  
**Program Area** Roadway Engineering Safety

Cost Summary		
Personal Services	\$	-
Operating Expenses		
Travel		
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>-</b>
Federal Funds	\$	-
Agency Match		
<b>Total</b>	<b>\$</b>	<b>-</b>

**Task Number** 10-05-51-05  
**Program Name** Traffic and Highway Engineering Training  
**Contractor** CDOT & Private Consultants  
**Program Manager** Reyes (Acting)

It is desired to continue efforts to provide traffic and highway engineering training and certification for professionals and technicians within CDOT, local governments, the contracting and the consulting communities. Up to nine traffic and highway engineering training courses will be offered at various locations throughout Colorado.

A tuition fee for the courses offered through this task will be charged to non-governmental employees. The fee collected will be put back into the task so we can offer additional training.

The Elements and Strategies section of SPIRS includes: Offer training classes to traffic safety professionals. This task allows us to implement this strategy.

***This project addresses measures:***

- C-1.** Reduce the number of traffic fatalities
- C-2.** Reduce the number of serious injuries in traffic crashes
- C-3.** Reduce fatalities per Vehicle Miles Traveled (VMT)
- C-10.** Reduce the number of pedestrian fatalities

**Evaluation Measure** 8. Approximately 300 individuals trained, including CDOT and local entities, in the Traffic and Highway Engineering Training Program.  
**Funding Source** FHWA Flex (Note: Presently no funds are available)  
**Program Area** Roadway Engineering Safety

Cost Summary

Personal Services	\$	-
Operating Expenses		
Travel		
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>-</b>
<hr/>		
Federal Funds	\$	-
Agency Match		
<b>Total</b>	<b>\$</b>	<b>-</b>

**Task Number** 10-05-51-06  
**Program Name** Maintenance Roadside Safety Award Program  
**Contractor** Safety and Traffic Engineering Branch Staff  
**Program Manager** Reyes (Acting)

The Maintenance Roadside Safety Award Program rewards a maintenance patrol that has initiated and completed noteworthy safety improvements to the roadside that will contribute to reducing the severity of run-off-the-road crashes.

In the Roadway Engineering Safety section of SPIRS, rewarding maintenance personnel for contributing to roadway safety is listed as a strategy to be considered.

***This project addresses measures:***

- C-1.** Reduce the number of traffic fatalities
- C-2.** Reduce the number of serious injuries in traffic crashes
- C-3.** Reduce fatalities per Vehicle Miles Traveled (VMT)
- C-10.** Reduce the number of pedestrian fatalities

**Evaluation Measure** 9. Contribution to reduce the severity of run-off-the road crashes along a selected stretch of road by a Maintenance Patrol as determined by the Maintenance Roadside Safety Award Program.

**Funding Source** FHWA Flex (Note: Presently no funds are available)

**Program Area** Roadway Engineering

**Cost Summary**

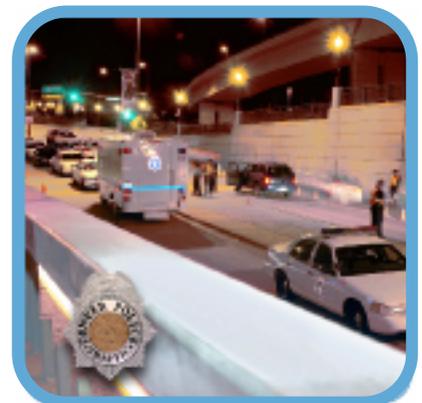
Personal Services	\$	-
Operating Expenses		
Travel		
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>-</b>
Federal Funds	\$	-
Agency Match		
<b>Total</b>	<b>\$</b>	<b>-</b>



# PROGRAM TASK DESCRIPTIONS

## 2010 SAFETY EDUCATION & ENFORCEMENT

*Administration and Support*



**Task Number** 10-11-97-01  
**Program Name** Planning and Administration  
**Contractor** Office of Transportation Safety  
**Program Manager** Sharon Truchan

The Office of Transportation Safety, as the designated State highway safety agency (Section 24-42-101, CRS) is responsible for planning, coordinating and administering the State's highway safety program authorized by the Federal Highway Safety Act 23 USC 402. Planning and Administration (P&A) costs are those expenses that are related to the overall management of the State's highway safety programs. Costs include salaries and related personnel benefits for the Governors' Representatives for Highway Safety and for other technical, administrative, and clerical staff for the State's Highway Safety Offices. P&A costs also include other office costs, such as travel, equipment, supplies, rent and utility expenses.

**Funding Source** 402/State Funds  
**Program Area** PA – Planning Administration

Cost Summary

Personal Services	\$	265,000.00
Operating Expenses	\$	65,000.00
Travel	\$	30,000.00
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>360,000.00</b>

Federal Funds	\$	180,000.00
Agency Match	\$	180,000.00
<b>Total</b>	<b>\$</b>	<b>360,000.00</b>

**Task Number** 10-12-98-01  
**Program Name** Program Support – Impaired Driving  
**Program Manager** Davis/OTS

Office staff will develop, plan, coordinate and provide technical assistance and support for the activities related to administration of the 410 Alcohol Incentive Grant

External project audit costs as well as program specific staff training are also covered in this task. This task will also include necessary operating equipment. The Safety office personnel will be provided with computer upgrades, software, hardware and peripherals. Attendance at State and National conferences and professional training for the staff are also included in this task.

Evaluation Measure 4,000 hours  
 Funding Source 410  
 Program Area K8 – Program Support

#### Cost Summary

Personal Services	\$	151,000.00
Operating Expenses	\$	21,800.00
Travel	\$	7,200.00
Contractual Services		
Other	\$	-
<b>Total</b>	<b>\$</b>	<b>180,000.00</b>

Federal Funds	\$	180,000.00
Agency Match		
<b>Total</b>	<b>\$</b>	<b>180,000.00</b>

**Task Number** 10-12-98-02  
**Program Name** Program Support – Occupant Protection  
**Program Manager** Gould/OTS

The Office staff will develop, plan, coordinate and provide technical assistance and support for the activities in Bicycle and Pedestrian Safety, Occupant Protection and Safe Communities programs.

External project audit costs, program-specific staff training and necessary operating equipment are included in this task. The Office personnel will be provided with computer upgrades, software, hardware and peripherals. Attendance at State and National conferences and professional training for the staff are also included.

Evaluation Measure 7,500  
 Funding Source 402  
 Program Area OP – Occupant Protection

#### Cost Summary

Personal Services	\$	211,000.00
Operating Expenses	\$	21,800.00
Travel	\$	7,200.00
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>240,000.00</b>
Federal Funds	\$	240,000.00
Agency Match		
<b>Total</b>	<b>\$</b>	<b>240,000.00</b>

**Task Number** 10-12-98-03  
**Program Name** Program Support-Traffic Records  
**Contractor** OTS  
**Program Manager** Nugent/Davis

The Office of Transportation Safety (OTS) will hire a Program Manager dedicated to the 408 Traffic Records program.

The Program Manager will address statewide-goals and objectives through review of the 2004 Traffic Records Assessment report and responses and implementation of recommendations, review and assess progress of the 2005 Traffic Records Strategic Plan, and outline the current state of the Traffic Records program including gap analysis. The Program Manager will manage the activities of the Colorado's Statewide Traffic Records Advisory Committee (STRAC) members who partner with local governments to implement state wide traffic records initiatives.

The Program Manager will OTS will assess the program management responsibilities with emphasis on interface between CDOT Staff Traffic Engineering and DOR crash records staff.

The Program Manager will coordinate with CDOT Staff Traffic Engineering and DOR crash records staff expertise that are part of this task.

Activities include establishing resource requirements, departmental roles and responsibilities, assignment of tasks, and schedules and program management of the FY 2010 grants.

External project audit costs as well as program specific staff training are also covered in this task. This task will include necessary operating expenses.

Evaluation Measure 1,500 hours  
 Funding Source 408  
 Program Area K9 – Traffic Records

#### Cost Summary

Personal Services	\$	110,000.00
Operating Expenses		
Travel		
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>110,000.00</b>
Federal Funds	\$	110,000.00
Agency Match	\$	16,000.00
<b>Total</b>	<b>\$</b>	<b>126,000.00</b>

**Task Number** 10-12-98-04  
**Program Name** Media Program Support – Impaired Driving  
**Contractor** CDOT Public Relations Office  
**Program Manager** Halpape

Public awareness is a critical component to the success of traffic safety programs. The public relations senior support staff conducts strategic and tactical communications planning and manages activities designed to maximize the reach and effectiveness of traffic-related impaired driving programs.

***This project addresses measures:***

- C-1.** Reduce the number of traffic fatalities
- C-2.** Reduce the number of serious injuries in traffic crashes
- C-3.** Reduce fatalities per Vehicle Miles Traveled (VMT)
- C-5** Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above.

Evaluation Measure Increase in public awareness.  
 Funding Source 402  
 Program Area AL – Impaired Driving

Cost Summary

Personal Services	\$	73,000.00
Operating Expenses		
Travel		
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>73,000.00</b>

Federal Funds	\$	73,000.00
Agency Match		
<b>Total</b>	<b>\$</b>	<b>73,000.00</b>

**Task Number** 10-12-98-05  
**Program Name** Media Program Support – Occupant Protection  
**Contractor** CDOT Public Relations Office  
**Program Manager** Halpape

Public awareness is a critical component to the success of traffic safety programs. The public relations senior support staff conducts strategic and tactical communications planning and manages activities designed to maximize the reach and effectiveness of occupant protection programs.

***This project addresses measures:***

- C-1.** Reduce the number of traffic fatalities
- C-2.** Reduce the number of serious injuries in traffic crashes
- C-4.** Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions
- C-9** Reduce the number of drivers age 20 or younger involved in fatal crashes
- B-1** Increase the observed seat belt use for passenger vehicles

Evaluation Measure Increase in public awareness.  
 Funding Source 402  
 Program Area OP – Occupant Protection

Cost Summary

Personal Services	\$	77,000.00
Operating Expenses		
Travel		
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>77,000.00</b>
Federal Funds	\$	77,000.00
Agency Match		
<b>Total</b>	<b>\$</b>	<b>77,000.00</b>





# PROGRAM TASK DESCRIPTIONS

## 2010 SAFETY EDUCATION & ENFORCEMENT

### *Impaired Driving*



## IMPAIRED DRIVING

In 1995, 44.6% of fatal crashes in Colorado were alcohol related. In 2007, the percentage dropped to 40.4%. The rate of alcohol-related fatal crashes involving underage drinking drivers has remained steady since 1995 at an average of 12%. In 2007, the percentage of underage drinking drivers involved in alcohol-related fatal crashes was 6.2%. The percentage of drinking drivers age 21 to 34 that are involved in a fatal crash has decreased from 42.7% in 1995 to 37.8% in 2007. Although progress has been made, drinking and driving is still a problem.

Based on the 2009 CDOT Problem Identification, the Office of Transportation Safety will be focusing on enhancing and expanding impaired driving prevention programs in several metro area locations including the El Paso, Arapahoe, Adams, Jefferson, Denver and Pueblo counties as well as statewide enforcement efforts.

Efforts and activities to decrease Impaired Driving include:

- Continue education programs and aggressive high-visibility enforcement;
- Continue to increase public awareness through “The Heat is On” media campaigns;
- Continue enforcing DUI laws on sections of roadway with high incidence of alcohol-related crashes;
- Statewide sobriety checkpoints through “Checkpoint Colorado”;
- Provide training to law enforcement officers in the detection of impairment in drivers;
- Create and maintain DUI Courts;
- Target high-risk groups of drivers for impaired driving education and prevention programs; and
- Work with community groups throughout the state to develop and implement impaired driving programs appropriate to the needs of their populations.

**Task Number** 10-01-11-01  
**Program Name** DUI Enforcement Training  
**Contractor** Office of Transportation Safety (OTS)  
**Program Manager** Rocke

CDOT OTS will support the law enforcement and professional education training programs that offer Standardized Field Sobriety Testing (SFST) practitioner, SFST instructor training and in-service re-certification of the SFST Instructors statewide and the Advanced Roadside Impaired Driving Enforcement (ARIDE). CDOT will host two SFST Instructor updates. CDOT has seen more of a demand for SFST practitioner trainings throughout the State. The Advanced Roadside Impaired Driving Enforcement (ARIDE) Program has been offered to Colorado Law Enforcement agencies. The addition of this program to CDOT’s training curriculum, necessitates an increase in funds to help law enforcement agencies, particularly rural agencies, receive this training. A tuition fee for the courses offered will be put back into the program to cover a nominal portion of the program costs.

***This project addresses measures:***

**C-1.** Reduce the number of traffic fatalities

**C-5.** Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above

Evaluation Measure # of SFST practitioner courses conducted and # of students trained, # of SFST instructor courses conducted and # of students trained, # of SFST instructor updates conducted and # of SFST instructors attending, # of ARIDE courses conducted and # of students trained

Funding Source 410

Program Area K8 – Impaired Driving

Cost Summary

Personal Services	\$	50,000.00
Operating Expenses		
Travel		
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>50,000.00</b>
Federal Funds	\$	50,000.00
Agency Match		
<b>Total</b>	<b>\$</b>	<b>50,000.00</b>

**Task Number** 10-01-11-02  
**Program Name** Impaired Crash Reduction  
**Contractor** Littleton Police Department  
**Program Manager** Terry Huddleston

Among large cities, the City of Littleton had the highest rate of injury crashes involving impaired drivers (9.8%), according to the crash data. A significant percent of those crashes occurred on US Hwy 85. The goal of this program is to deploy City of Littleton police officers to high crash locations to enforce impaired driving, speed and occupant protection violations. This three year project is in its final year.

***This project addresses measures:***

- C-1.** Reduce the number of traffic fatalities
- C-2.** Reduce the number of serious injuries in traffic crashes
- C-4.** Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions
- C-5.** Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above
- C-6.** Reduce the number of speeding-related fatalities

Evaluation Measure            Number of alcohol-caused motor vehicle crashes and number of DUI citations issued.  
 Funding Source                410  
 Program Area                    K8 – Impaired Driving

<b>Cost Summary</b>	
Personal Services	\$ 20,000.00
Operating Expenses	
Travel	
Contractual Services	
Other (indirects)	
<b>Total</b>	<b>\$ 20,000.00</b>
Federal Funds	\$ 20,000.00
Agency Match	\$ 7,420.00
<b>Total</b>	<b>\$ 27,420.00</b>

**Task Number** 10-01-11-03  
**Program Name** Support for DUI Courts in Colorado  
**Contractor** Colorado Judicial Department  
**Program Manager** Chase

CDOT will provide funds to the Colorado Judicial Department for the continuation of established DUI courts in Archuleta, Montezuma and Boulder counties and assisting in establishing new DUI Courts in Larimer, Montrose, El Paso, Weld, Pitkin and Garfield counties. Funds are used to improve the justice system's response to persistent drunk drivers by developing court, probation staffing and treatment allocation models to continue existing DUI Courts and to establish new DUI Courts in order to better respond to the challenges of repeat impaired driving offenders.

***This project addresses measures:***

- C-1.** Reduce the number of traffic fatalities
- C-5.** Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above

Evaluation Measure Continuation of established courts, use of established models, and the number of new DUI Courts.  
 Funding Source 410  
 Program Area K8 – Impaired Driving

**Cost Summary**

Personal Services	\$	191,574.00
Operating Expenses	\$	58,426.00
Travel		
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>250,000.00</b>
Federal Funds	\$	250,000.00
Agency Match	\$	62,500.00
<b>Total</b>	<b>\$</b>	<b>312,500.00</b>

**Task Number** 10-01-11-04  
**Program Name** Traffic Safety Resource Prosecutor  
**Contractor** Colorado District Attorney’s Council  
**Program Manager** Chase

The Traffic Safety Resource Prosecutor will provide prosecutors, law enforcement officers and other traffic safety professionals with technical assistance and legal research and will serve as a resource on a variety of traffic related issues, including:

- Impaired driving;
- Other traffic prosecutions;
- Probable cause for stops;
- SFST’s;
- The Drug Evaluation and Classification Program;
- Express consent;
- Breath/blood testing;
- Pre-trial procedures;
- Trial practice;
- Sobriety checkpoints;
- Appellate practice; and
- Serving as a liaison for CDOT safety initiatives.

***This project addresses measures:***

- C-1.** Reduce the number of traffic fatalities
- C-2.** Reduce the number of serious injuries in traffic crashes
- C-5.** Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above
- C-9.** Reduce the number of drivers age 20 or younger involved in fatal crashes.

**Evaluation Measure** Number and type of contacts with Colorado prosecutors and law enforcement officers, # of presentations and trainings conducted, # of DUI court cases TSRP assisted in prosecuting.

**Funding Source** 410

**Program Area** K8 - Impaired Driving

**Cost Summary**

Personal Services	\$	74,392.00
Operating Expenses	\$	9,503.00
Travel	\$	9,592.00
Contractual Services	\$	6,513.00
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>100,000.00</b>
Federal Funds	\$	100,000.00
Agency Match	\$	25,000.00
<b>Total</b>	<b>\$</b>	<b>125,000.00</b>

**Task Number** 10-01-11-05  
**Program Name** Impaired Driving Enforcement Vehicle  
**Contractor** Mesa County Sheriff’s Office (MCSO)  
**Program Manager** Roche

CDOT will provide funds to the MCSO to purchase a fully-equipped mobile breath/blood testing vehicle. This vehicle will become not only an impaired driving enforcement tool, but also a general deterrence tool through media efforts. MCSO will make the vehicle available to other law enforcement agencies in the Mesa County area for enforcement activities. Operationally, the availability of such a vehicle will increase the quality and quantity of impaired driving arrests.

At the completion of this project every county in the state with a city population of at least 50,000 will have access to an Impaired Driving Enforcement Vehicle.

***This project addresses measures:***

**C-1.** Reduce the number of fatalities

**C-5.** Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above

Evaluation Measure	Reduce impaired driving in Mesa and surrounding counties Increase impaired driving arrests in Mesa and surrounding counties. Reduce alcohol related fatalities in Mesa and surrounding counties. Reduce the average BAC level in arrests in Mesa and surrounding counties.
Funding Source	410
Program Area	K8 – Impaired Driving

**Cost Summary**

Personal Services	\$	-
Operating Expenses		
Travel		
Contractual Services	\$	162,000.00
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>162,000.00</b>
Federal Funds	\$	162,000.00
Agency Match	\$	53,832.00
<b>Total</b>	<b>\$</b>	<b>215,832.00</b>

Capital Equipment Toxicological Testing Vehicle

**Task Number** 10-01-11-06  
**Program Name** Underage Drinking Prevention  
**Contractor** Mothers Against Drunk Driving  
**Program Manager** Guerrero

In 2003, 29% of those killed in Colorado in alcohol-related crashes were 15-20 years old (NHTSA, 2004). Four years later, 226 Coloradoans were killed in alcohol-related crashes. Of those, 50 were youth aged 16-20 years of age (22%).

MADD Colorado seeks to address underage consumption of alcohol and unsafe driving behavior in Colorado. MADD’s youth programs use an evidence-based approach to reduce underage drinking and high risk drinking by working with law enforcement and communities to reduce access to alcohol and decrease support and acceptance of underage drinking. Activities will include presentations of evidence-based alcohol curriculums such as Protecting You/Protecting Me and Youth in Action, alcohol education presentations, underage drinking impact panel programs and MADD Parent Initiatives.

According to the National Institute on Alcohol Abuse and Alcoholism (NIAAA) and National Research Council, “the strongest approach for preventing underage drinking involves the coordinated effort of all of the elements of a child’s life including family, schools, and communities.” The MADD Colorado Youth Programs Specialist (2) positions provide Colorado youth those coordinated efforts.

***This project addresses measures:***

- C-5** Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above
- C-9** Reduce the number of drivers age 20 or younger involved in fatal crashes

Evaluation Measure Reduce underage consumption of alcohol  
 Funding Source 410  
 Program Area K8 - Impaired Driving

**Cost Summary**

Personal Services	\$	79,200.00
Operating Expenses	\$	3,800.00
Travel	\$	3,000.00
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>86,000.00</b>
Federal Funds	\$	86,000.00
Agency Match	\$	42,336.00
<b>Total</b>	<b>\$</b>	<b>128,336.00</b>

**Task Number** 10-01-11-07  
**Program Name** Drug Recognition Expert Training (DRE)  
**Contractor** Office of Transportation Safety (OTS)  
**Program Manager** Rocke

Using criteria adopted by the International Association of Chiefs of Police (ICAP) and the National Highway Traffic Safety Administration (NHTSA), Colorado will continue to expand and enhance its DRE Training program.

The OTS will continue to sponsor DRE projects that focus on update trainings and in-service schools, presented at different times and locations. NHTSA estimates that as many as 18% of all fatal crashes involve persons that have consumed drugs or a combination of drugs and alcohol. Most law enforcement officers have no training in the detection of impairment from drugs other than alcohol. This funding will ensure that there are trained officers available to evaluate drugged drivers for prosecution.

***This project addresses measures:***

**C-1.** Reduce the number of fatalities

**C-5.** Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above

Evaluation Measure	# of Colorado DREs receiving update and advanced training in detecting drugged drivers
Funding Source	410
Program Area	K8 – Impaired Driving

Cost Summary

Personal Services	\$	50,000.00
Operating Expenses		
Travel		
Contractual Services		
Other (indirects)		
<u>Total</u>	<u>\$</u>	<u>50,000.00</u>
Federal Funds	\$	50,000.00
Agency Match		
<u>Total</u>	<u>\$</u>	<u>50,000.00</u>

**Task Number** 10-01-11-08  
**Program Name** DRE Recognition Expert (DRE) TECH Transfer  
**Contractor** Office of Transportation Safety (OTS)  
**Program Manager** Rocke

Funding will cover registration and travel to conferences and events related to DRE training, including the International Association Chief’s of Police (IACP) Impaired Driving Conference. Law Enforcement officers and other traffic safety partners selected to attend will be required to submit a summary of their findings. This includes how the training will be used at a local level. This training will be brought back to Colorado by attendees and used in mandatory in-service training sessions.

Attendees will use the information they learned at the conference to give Officers up-to-date information and methods in recognizing symptoms of drug use in the motoring public.

***This project addresses measures:***

**C-1.** Reduce the number of traffic fatalities

**C-5.** Reduce the number of fatalities in crashes involving a driver or motorcycle operator with of .08 and above

Evaluation Measure Eight law enforcement officers and/or traffic safety partners will attend the IACP/DRE training and other related events submit a summary of findings.  
 Funding Source 410  
 Program Area K8 – Impaired Driving

Cost Summary

Personal Services	\$	-
Operating Expenses	\$	5,000.00
Travel	\$	15,000.00
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>20,000.00</b>
<hr/>		
Federal Funds	\$	20,000.00
Agency Match		
<b>Total</b>	<b>\$</b>	<b>20,000.00</b>

**Task Number** 10-01-11-09  
**Program Name** Impaired Driving Overtime Enforcement  
**Contractor** Colorado State Patrol (CSP)  
**Program Manager** Chase

The CSP, in conjunction with CDOT, will identify target areas for increased DUI patrols based on the FY 2010 Problem ID. The CSP will provide traffic crash prevention teams to enforce impaired driving laws at these locations. The CSP will also provide overtime hours at multi-agency sobriety checkpoints and saturation patrols and provide personnel as requested by CDOT to participate in public information programs and media events

***This project addresses measures:***

- C-1.** Reduce the number of traffic fatalities
- C-2.** Reduce the number of serious injuries in traffic crashes
- C-5.** Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above
- C-9.** Reduce the number of drivers age 20 or younger involved in fatal crashes.

Evaluation Measure	Number of alcohol-caused motor vehicle crashes and # of DUI citations issued.
Funding Source	410
Program Area	K8 - Impaired Driving

**Cost Summary**

Personal Services	\$	275,000.00
Operating Expenses		
Travel		
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>275,000.00</b>
Federal Funds	\$	275,000.00
Agency Match	\$	68,750.00
<b>Total</b>	<b>\$</b>	<b>343,750.00</b>

**Task Number** 10-01-11-10  
**Program Name** Impaired Driving TECH Transfer  
**Contractor** Office of Transportation Safety (OTS)  
**Program Manager** Rocke

To fund the attendance of partners and stakeholders at state, regional and national meetings, events and conferences related to impaired driving enforcement and prevention. Funding will be used for the State Drug Recognition Expert Program Coordinator’s membership dues in organizations related to the program. This task will also support training for judges and prosecutors in impaired driving and other traffic related safety issues and support the efforts of the Interagency Task Force on Drunk Driving.

***This project addresses measures:***

**C-1.** Reduce the number of traffic fatalities

**C-5.** Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above

Evaluation Measure	# and type of conferences attended, # of attendees
Funding Source	410
Program Area	K8 – Impaired Driving

Cost Summary

Personal Services	
Operating Expenses	
Travel	\$ 10,000.00
Contractual Services	
Other (indirects)	
<b>Total</b>	<b>\$ 10,000.00</b>

Federal Funds	\$ 10,000.00
Agency Match	
<b>Total</b>	<b>\$ 10,000.00</b>

**Task Number** 10-01-11-11  
**Program Name** DUI Checkpoint Colorado  
**Contractor** Local Law Enforcement Agencies  
**Program Manager** Chase

Law Enforcement Agencies will target areas in the state identified as having a high rate of alcohol-related fatalities and crashes. NHTSA research shows that in areas where DUI checkpoints are routinely practiced, the number of alcohol-related traffic fatalities and crashes are reduced. The targeted agencies will conduct DUI checkpoints, saturation patrols and participate in statewide high visibility impaired driving enforcement campaigns. This project runs from Memorial Day through Labor Day and agency selection is based on 2009 crash and fatality data.

***This project addresses measures:***

**C-1.** Reduce the number of traffic fatalities

**C-5.** Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above

**C-9.** Reduce the number of drivers age 20 or younger involved in fatal crashes

Evaluation Measure	Number of DUI checkpoints and saturation patrols conducted, and the number of DUI citations issued.
Funding Source	410
Program Area	K8 - Impaired Driving

**Cost Summary**

Personal Services	\$	270,000.00
Operating Expenses		
Travel		
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>270,000.00</b>
Federal Funds	\$	270,000.00
Agency Match		
<b>Total</b>	<b>\$</b>	<b>270,000.00</b>

**Task Number** 10-01-11-12  
**Program Name** Law Enforcement Assistance Funds (LEAF)  
**Contractor** Various Colorado Law Enforcement Agencies  
**Program Manager** Rocke

This task increases and improves the enforcement of impaired driving laws, and coordinates the efforts of law enforcement agencies in administering an impaired driving enforcement program. These projects provide State match for Section 402, 410 and federally funded activities.

***This project addresses measures:***

**C-1.** Reduce the number of traffic fatalities

**C-5.** Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above

Evaluation Measure                      Approximately 50 projects with local law enforcement to provide 45,000 of hours of Impaired Driving Enforcement enforcement.  
 Funding Source                              State Funds  
 Program Area                                  Impaired Driving

Cost Summary

Personal Services	
Operating Expenses	
Travel	
Contractual Services	\$ 879,073.00
Other (indirects)	
<b>Total</b>	<b>\$ 879,073.00</b>

Federal Funds	
Agency Match	\$ 879,073.00
<b>Total</b>	<b>\$ 879,073.00</b>

**Task Number** 10-01-11-13  
**Program Name** Law Enforcement Liaison  
**Contractor** Colorado State Patrol  
**Program Manager** Davis/Gould

CDOT will designate a law enforcement liaison to coordinate all statewide training and local activities for local law enforcement agencies in support of their efforts to enforce Colorado's Safety Programs and campaigns. This initiative will coordinate, within the law enforcement community, program initiatives and innovations for their participation.

***This project addresses measures:***

**C-1.** Reduce the number of traffic fatalities

**C-2.** Reduce the number of serious injuries in traffic crashes

**C-5.** Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above

Evaluation Measure	# of media events, trainings functions, meetings and presentations participated in. Percentage of increase or decrease in agencies reporting to CDOT during enforcement periods.
Funding Source	410
Program Area	K8 – Impaired Driving

**Cost Summary**

Personal Services	\$	60,000.00
Operating Expenses	\$	15,000.00
Travel	\$	5,000.00
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>80,000.00</b>
Federal Funds	\$	80,000.00
Agency Match	\$	20,000.00
<b>Total</b>	<b>\$</b>	<b>100,000.00</b>

**Task Number** 10-01-11-14  
**Program Name** Enhancing Traffic Safety and Reducing Traffic Fatalities  
**Contractor** Denver Police Department (DPD)  
**Program Manager** Rocke

The City and County of Denver is second in the state overall for total traffic fatalities. The Colorado FARS Fatal Tracker lists Denver as the city with the most traffic fatalities in the State from 2006 through 2008. Denver Police Department (DPD) will purchase a trailer that will be used to transport equipment and supplies such as traffic cones, lighting and signage and that will be used for sobriety checkpoints. The remaining funds DPD will be used to support impaired driving enforcement episodes, including sobriety checkpoints and saturation blitzes, in coordination with CDOT enforcement activities. This is the second year of this project.

***This project addresses measures:***

**C-1.** Reduce the number of traffic fatalities

**C-5.** Reduce the number of fatalities in crashes involving a driver or motorcycle operator with of .08 and above

Evaluation Measure	Number of impaired driving arrests and citations.
Funding Source	410
Program Area	K8 – Impaired Driving

Cost Summary

Personal Services	\$	30,000.00
Operating Expenses	\$	3,200.00
Travel		
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>33,200.00</b>
<hr/>		
Federal Funds	\$	33,200.00
Agency Match	\$	8,300.00
<b>Total</b>	<b>\$</b>	<b>41,500.00</b>

**Task Number** 10-01-11-15  
**Program Name** Smart Roads  
**Contractor** Crossroads Turning Points, Inc.  
**Program Manager** Erez

According to the 2009 Problem ID, young drivers living in Pueblo County have the highest predicted probability of crash involvement. Pueblo consistently ranks high in predicted crash odds among drivers with DUI records. This project will address the problem by forming alliances with coalitions to combat drinking and driving and prevent underage drinking; develop local chapters of SADD in 8 schools in the district of Pueblo and other counties; distribute CDOT bilingual educational materials in school districts, community organizations and businesses; and conduct community educational events. The DUI simulator will also be used at various events.

***This project addresses measures:***

**C-2.** Reduce the # of serious injuries in traffic crashes

**C-5.** Reduce the # of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above

**C-9.** Reduce the # of drivers age 20 or younger involved in fatal crashes

Evaluation Measure Number of presentations. Number of coalition partnerships.  
 Funding Source 410  
 Program Area K8 – Impaired Driving

**Cost Summary**

Personal Services	\$	28,580.00
Operating Expenses	\$	7,420.00
Travel	\$	4,000.00
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>40,000.00</b>
Federal Funds	\$	40,000.00
Agency Match	\$	58,300.00
<b>Total</b>	<b>\$</b>	<b>98,300.00</b>

**Task Number** 10-01-11-16  
**Program Name** College/University Impaired Driving Prevention  
**Contractor** TBD  
**Program Manager** Guerrero

CDOT, using the Problem ID, will identify college and university communities that have high rates of underage and young driver involvement in alcohol-related crashes and fatalities. Auraria Campus, which includes Metropolitan State College of Denver, the University of Colorado Denver and the Community College of Denver, will address underage drinking and driving by developing an impaired driving prevention program. This activity will consist of a safety fair on campus giving students hands on training and information about the dangers and consequences of driving while impaired. Front Range Community College (FRCC) will identify the characteristics of substance use patterns and/or perceived risk specific to FRCC students and build awareness and educate students of the potential consequences of impaired driving.

***This project addresses measures:***

**C-1.** Reduce the number of traffic fatalities

**C-2.** Reduce the number of serious injuries in traffic crashes

**C-5.** Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above

Evaluation Measure Number of students trained. Number of materials distributed.  
 Funding Source 410  
 Program Area K8 – Impaired Driving

**Cost Summary**

Personal Services	\$	40,000.00
Operating Expenses	\$	20,000.00
Travel		
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>60,000.00</b>
Federal Funds	\$	60,000.00
Agency Match	\$	15,000.00
<b>Total</b>	<b>\$</b>	<b>75,000.00</b>

**Task Number** 10-01-11-17  
**Program Name** High Visibility Drunk Driving Enforcement  
**Contractor** Various Law Enforcement Agencies  
**Program Manager** Chase

When House Bill 1194 (First time DUI Offenders) was passed by the Colorado Legislature, the OTS was required to add four additional high visibility impaired driving enforcement episodes to its strategic impaired driving enforcement plan. The funds for this additional enforcement will come from driver’s license reinstatement fees recovered from suspended drivers. Enforcement periods will be selected to support CDOT’s problem identification and NHTSA’s national HVE periods.

CDOT will partner with law enforcement agencies and the CDOT public relations office in cities and counties that were identified in the Problem ID as having high alcohol-related crashes and fatalities.

***This project addresses measures:***

**C-5.** Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above

**C-9.** Reduce the number of drivers age 20 or younger involved in fatal crashes

Evaluation Measure	Number of agencies participating in enforcement periods. Number of impaired driving arrests during enforcement periods.
Funding Source	State Funds
Program Area	K8 - Impaired Driving

**Cost Summary**

Personal Services	\$ 1,000,000.00
Operating Expenses	
Travel	
Contractual Services	
Other (indirects)	
<b>Total</b>	<b>\$ 1,000,000.00</b>

Federal Funds	
Agency Match	\$ 1,000,000.00
<b>Total</b>	<b>\$ 1,000,000.00</b>





# **PROGRAM TASK DESCRIPTIONS**

## **2010 SAFETY EDUCATION & ENFORCEMENT**

### *Speed Enforcement Program*



## SPEED ENFORCEMENT

Operating a vehicle at excessive speeds has been consistently linked to crash risk, with crash rates increasing as speeds increase. In Colorado in 2007, 224 or 40.4% of 554 total fatalities involved speeding.

Speed-related crashes congest the roadways and result in economic losses. The costs of these crashes include lost productivity, medical costs, legal and court costs, emergency service costs, insurance administration costs, travel delay, property damage and workplace losses.

The objective of the CDOT OTS Speed Enforcement Program is to assist law enforcement personnel and other stakeholders in establishing and maintaining a successful speed enforcement program in their communities.

Crash data will be used to sustain speed enforcement activities and to focus on locations identified as having a high incidence of speed related crashes.

**Task Number** 10-02-21-01  
**Program Name** Focused Speed Enforcement  
**Contractor** Denver Police Department  
**Program Manager** Terry Huddleston

This project will enable Denver to bring focused, high-visibility enforcement to portions of their most dangerous roadways. Denver roadways shown to be most fatal are Interstate 70 and Interstate 25.

Denver will execute an average of three enforcements weekly. Each operation will be a four-hour enforcement “set up”, wherein one officer will operate radar or Lidar while the additional officers act as chase vehicles. The officer measuring the speeds will call out the speed and description of the violator for the chase vehicles to stop. Both the officer operating the speed measurement device and the chase vehicle officers will be enforced as witnesses for trial. The primary focus will, of course, be speeding; however, this concentrated focus will also allow DPD to issue citations for other important safety issues including seat belt use, impaired and aggressive driving as well as safety issues related to motorcycles and commercial vehicles.

***This project addresses measures:***

- C-1.** Reduce the number of traffic fatalities
- C-2.** Reduce the number of serious injuries in traffic crashes
- C-6.** Reduce the number of speeding-related fatalities

Evaluation Measure                      Number of speed enforcement related events. Number of citations issued.  
 Funding Source                              402  
 Program Area                                  SE – Speed Enforcement

<b>Cost Summary</b>	
Personal Services	\$ 80,000.00
Operating Expenses	
Travel	
Contractual Services	
Other (indirects)	
<b>Total</b>	<b>\$ 80,000.00</b>
Federal Funds	\$ 80,000.00
Agency Match	\$ 26,194.00
<b>Total</b>	<b>\$ 106,194.00</b>
<b>Local Benefit</b>	<b>\$ 80,000.00</b>

**Task Number** 10-02-21-02  
**Program Name** Grand Junction Traffic Enforcement Project  
**Contractor** Grand Junction Police Department  
**Program Manager** Terry Huddleston

The City of Grand Junction has observed a large percentage of crashes that can be attributed to speeding. Operating a vehicle at excessive speeds has been consistently linked to crash risk, with crash rates increasing as speeds increase. In Colorado in 2007, 224 or 40.4% of 554 total fatalities involved speeding. Traffic contacts initiated by speed enforcement often generate other violations including impaired driving and occupant protection. This project will focus on reducing the number of traffic crashes that occur within the City of Grand Junction through the Motorcycle Unit which is dedicated to traffic enforcement. CDOT will fund the purchase of motorcycle mounted speed detection equipment. The goal is to improve traffic safety within the city and to reduce the number of speed related serious injury and fatal crashes.

***This project addresses measures:***

- C-1.** Reduce the number of traffic fatalities
- C-2.** Reduce the number of serious injuries in traffic crashes
- C-6.** Reduce the number of speeding-related fatalities

Evaluation Measure Increase traffic enforcement by 10%.  
 Funding Source 402  
 Program Area SE – Speed Enforcement

**Cost Summary**

Personal Services	\$	-
Operating Expenses	\$	14,000.00
Travel		
Contractual Services		
Other (indirects)	\$	-
<b>Total</b>	<b>\$</b>	<b>14,000.00</b>
Federal Funds	\$	14,000.00
Agency Match	\$	3,500.00
<b>Total</b>	<b>\$</b>	<b>17,500.00</b>
Local Benefit	\$	14,000.00

**Task Number** 10-02-21-03  
**Program Name** Thornton Night Time Speed Enforcement Project  
**Contractor** Thornton Police Department  
**Program Manager** Terry Huddleston

The City of Thornton has observed a large percentage of crashes that can be attributed to speeding and following too closely. In the CDOT FY 2009 Problem ID it was recommended to “consider developing, supporting or expanding traffic safety programs in Adams County”. The project plan will address data collection, site selections for enforcement and analysis of the collected data and focus on reducing the number of traffic crashes that occur within the City of Thornton through nighttime speed enforcement. Other activities include hosting an Education Booth and Post Crash Vehicle at several city functions. The goal is to improve traffic safety within the city and reduce the number of speed related serious injury and fatal crashes by 5% through nighttime speed enforcement. Costs include purchase of speed measuring devices and overtime.

***This project addresses measures:***

**C-6.** Reduce the number of speeding-related fatalities

Evaluation Measure	Number of speed, and other, citations issued.
Funding Source	402
Program Area	SE – Speed Enforcement

**Cost Summary**

Personal Services	\$	9,100.00
Operating Expenses	\$	15,900.00
Travel		
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>25,000.00</b>

Federal Funds	\$	25,000.00
Agency Match	\$	8,061.00
<b>Total</b>	<b>\$</b>	<b>33,061.00</b>

<b>Local Benefit</b>	<b>\$</b>	<b>25,000.00</b>
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# **PROGRAM TASK DESCRIPTIONS**

## **2010 SAFETY EDUCATION & ENFORCEMENT**

### *Traffic Records*



## TRAFFIC RECORDS

The CDOT uses traffic records to develop engineering and enforcement solutions, promote education, and apply for funding to improve roadway safety. Problem identification, efficient allocation of resources and measuring results all depend on available and accurate data.

The Problem ID Project forms part of the foundation determining project priorities, calculating funding and allocating resources. Motor vehicle crash and driver records are an integral part of the process that binds the various elements of this foundation. The Problem ID is fundamental to Traffic and Safety Programs, assuring that CDOT and other agencies are expending resources in the most effective ways.

The CDOT is a member of the Statewide Traffic Records Advisory Committee (STRAC), a committee formed as part of a federally-sponsored effort to collect, organize, analyze and utilize all types of information relating to accidents that occur on Colorado roadways. The STRAC is composed of six major State Agencies: Human Services, Public Health and Environment, Safety, Revenue, Transportation and Judicial. Its primary function is to help unify and organize Colorado's traffic records.

In 2004 Colorado's Traffic Records Program was assessed. STRAC, other partners and stakeholders have been addressing the 98 recommendations. Colorado's Traffic Records Program will be assessed again in 2009.

Proposed traffic records projects are evaluated by both CDOT and STRAC. CDOT also acts independently to collect applications from various agencies and present them to the National Highway Traffic Safety Administration (NHTSA).

Efforts and activities to address Traffic Records include:

- Meet user requirements for traffic safety information;
- Provide analyses for decision making, policy formulation and resource allocation;
- Establish common standards for data compatibility and comparability;
- Ensure the timely and accurate transfer of data among jurisdictions;
- Develop a collaborative data warehouse; and
- Collaborate with state and local agencies to determine the impact of driver behavior on the number and severity of crashes.

**Task Number** 10-04-41-01  
**Program Name** 2011 Problem ID  
**Contractor** University of Colorado at Boulder  
**Program Manager** Gould

This task continues the ongoing effort necessary to support program and project development and evaluation. Task activities will include new data analyses and identification of candidates for targeted highway safety programs, analysis to support communities implementing targeted programs, and evaluation of these projects. A new component to this analysis includes citation analysis to enable a more accurate predictive crash model. This will enable the Office of Transportation Safety to work better with identified areas and develop programs to address needs.

**Evaluation Measure** Ensure the contractor meets deadlines, planned goals and objectives, and stays within budget.  
**Funding Source** 402  
**Program Area** TR -Traffic Records

#### Cost Summary

Personal Services	\$	99,000.00
Operating Expenses		
Travel		
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>99,000.00</b>
Federal Funds	\$	99,000.00
Agency Match		
<b>Total</b>	<b>\$</b>	<b>99,000.00</b>

**Task Number** 10-04-41-02  
**Program Name** OTS Annual Report and Other OTS Publications  
**Contractor** TBD  
**Program Manager** Gould

Contractor will produce the Highway Safety Program Annual Report that summarizes and evaluates the effectiveness of the activities in the Colorado Integrated Safety Plan 2009-2015 and various other reports including the Interagency Task Force on Drunk Driving Legislative Report, the State Traffic Records Advisory Committee Annual Report, and the Colorado Integrated Safety Plan.

The process of developing these reports will incorporate audit processes, graphic design, formatting, data interpretation, report writing and editing.

**Evaluation Measure** Ensure the contractor meets deadlines, planned goals and objectives, and stays within budget.  
**Funding Source** 402  
**Program Area** TR - Traffic Records

#### Cost Summary

Personal Services	\$	55,000.00
Operating Expenses		
Travel		
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>55,000.00</b>

Federal Funds	\$	55,000.00
Agency Match		
<b>Total</b>	<b>\$</b>	<b>55,000.00</b>

**Task Number** 10-04-41-03  
**Program Name** EMS and Trauma Registry Data  
**Contractor** Colorado Department of Public Health and Environment (CDPHE)  
**Program Manager** Davis/Guerrero

This task will develop and maintain comprehensive EMS and Trauma Registries at the CDPHE which can be used to successfully contribute health information to the CDOT Traffic Safety Integrated Database and to improve the infrastructure at CDPHE for maintenance and growth of the Registries. This task will expand, improve and refine the process of the crash and hospital data linkage projects that originally began in 2001. This task will also purchase the Linksolv software to standardize the processes for linking EMS, trauma registry and traffic accident report data files.

***This project addresses measures:***

1. Increase the completeness of the state EMS database to 90% of transport agencies reporting by 2011.
2. Increase the percent of records received by the state health department within 90 days of the incident to 90% by 2011.

**Evaluation Measure** Develop and maintain comprehensive EMS and Trauma Registries, improve the infrastructure at CDPHE for maintenance and growth of the Registries  
**Funding Source** 408  
**Program Area** K9 – Traffic Records

**Cost Summary**

Personal Services	\$	75,620.00
Operating Expenses	\$	22,544.00
Travel	\$	1,400.00
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>99,564.00</b>
Federal Funds	\$	99,564.00
Agency Match	\$	35,804.00
<b>Total</b>	<b>\$</b>	<b>135,368.00</b>

**Task Number** 10-04-41-04  
**Program Name** Traffic Record System Enhancements  
**Contractor** Renaissance Geek Technology Solutions  
**Program Manager** Davis/Guerrero

This task will improve and update the CDOT Accident Reporting System (CORS) to conform to the CDOT/Office of Internet Technology (OIT) standards, making the records system more efficient and secure. This will address new, more restrictive and secure standards being promoted by OIT. The contractor will modify the CORS to include GIS location identification which will result in more accurate traffic engineering decisions. This will increase the accuracy of locating accidents from the current accuracy of 50% to 90%, thereby eliminating 40% of the manual intervention needed for adjusting the Road Code. The contractor will add functionality to allow Municipal Traffic Engineering groups to access accident data that has been cleansed and coded by CDOT. This will greatly aid multi-jurisdictional municipalities, such as the City of Lakewood by giving them access to cleansed accident reports from other agencies for roadways under their control. Data generated from this project will be provided to the Lakewood Police Department for their use in identifying areas that may benefit from more traffic enforcement.

***This project addresses measure:***

- Maintain the Timeliness of the Crash system as measured in terms of average number of days for entering crash reports into the statewide system at DOR after receiving reports from law enforcement agencies. The goal is to maintain the current rate of 3 days.

Evaluation Measure	Automation of Traffic Records
Funding Source	408
Program Area	K9 – Traffic Records

**Cost Summary**

Personal Services	\$	60,000.00
Operating Expenses		
Travel		
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>60,000.00</b>
Federal Funds	\$	60,000.00
Agency Match	\$	10,000.00
<b>Total</b>	<b>\$</b>	<b>70,000.00</b>

**Task Number** 10-04-41-05  
**Program Name** Traffic Records Enhancements (Temp. assistance)  
**Contractor** Colorado Department Transportation, Traffic & Engineering  
**Program Manager** Davis/Guerrero

Temporary Staff assistance is needed to assist the Traffic Records Unit with the 2006 and 2009 crash records in order to meet the requirements of SAFETEA-LU, improving the timeliness, accuracy, completeness, uniformity, integration and accessibility of the State traffic safety data. The 2006 crash records are necessary for the 2010 Problem Identification Report, and other Engineering and Safety Studies.

The four temporary staff members will work with CDOT Engineering staff for one year to expedite the processing of the most recently uploaded crash records to help make them available for use.

***This project addresses measures:***

- Maintain the Timeliness of the Crash system as measured in terms of average number of days for entering crash reports into the statewide system at DOR after receiving reports from law enforcement agencies. The goal is to maintain the current rate of 3 days.

Evaluation Measure 8,800 Hours  
 Complete Data Cleansing for 2005, January to June of 2006 and other data as available  
 Funding Source 408  
 Program Area K9 – Traffic Records

Cost Summary

Personal Services	\$ 200,000.00
Operating Expenses	
Travel	
Contractual Services	
Other (indirects)	
<b>Total</b>	<b>\$ 200,000.00</b>

Federal Funds	\$ 200,000.00
Agency Match	\$ 40,000.00
<b>Total</b>	<b>\$ 240,000.00</b>

**Task Number** 10-04-41-06  
**Program Name** 2010 Traffic Records Assessment  
**Contractor** CDOT Office of Transportation Safety  
**Program Manager** Davis/Huddelston

The objective for this project is to assess Colorado's Traffic Record System:

- To determine its capabilities for supporting the State of Colorado's needs;
- To identify the state's safety problems and challenges;
- To manage the countermeasures applied to reducing or eliminating the problems and challenges; and
- To evaluate those programs for their effectiveness.

Recommendations from the assessment will be addressed by the State Traffic Records Advisory Committee.

Evaluation Measure Completed assessment and recommendations  
 Funding Source 408  
 Program Area K9 – Traffic Records

Cost Summary

Personal Services		
Operating Expenses	\$	30,000.00
Travel		
Contractual Services		
Other (indirects)		
<u>Total</u>	<u>\$</u>	<u>30,000.00</u>
Federal Funds	\$	30,000.00
Agency Match		
<u>Total</u>	<u>\$</u>	<u>30,000.00</u>

**Task Number** 10-04-41-07  
**Program Name** Traffic Records TECH Transfer  
**Contractor** CDOT Office of Transportation Safety  
**Program Manager** Davis/Guererro

To fund the attendance of two core STRAC Members to attend the 36th International Traffic Records Conference hosted by National Safety Council and sponsored by NHTSA. Funding can also be used for other traffic records, trainings, conferences and events.

**Evaluation Measure** Professional development and finding from conference attendees.  
**Funding Source** 408  
**Program Area** K9 – Traffic Records

Cost Summary

Personal Services		
Operating Expenses	\$	5,000.00
Travel		
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>5,000.00</b>
Federal Funds	\$	5,000.00
Agency Match		
<b>Total</b>	<b>\$</b>	<b>5,000.00</b>
<b>Total</b>	<b>\$</b>	<b>5,000.00</b>





# **PROGRAM TASK DESCRIPTIONS**

## **2010 SAFETY EDUCATION & ENFORCEMENT**

### *Occupant Protection*



## OCCUPANT PROTECTION

Overall seat belt usage by adult occupants of vehicles has increased substantially from 55.5% in 1995 to 81.1% in 2007. Child safety seat use has increased from 79% in 1997 to 83% in 2007.

Seat belt usage for children ages 5 to 15 has also increased significantly from 48.8% in 1997 to 69.7% in 2007. Rural areas of the state have lower safety belt usage rates (74.8%) than the state as a whole, as do drivers and passengers of pickup trucks (68.7%). The 2007 teen seat belt usage rate was 73%.

Seat belt programs strategically targeted to high risk populations including children, teens and pick-up truck drivers are essential to increasing safety belt use.

Based on the 2009 CDOT Problem Identification, analysis of the 2004 crash data and the 2007 Annual Seat Belt Survey, the Office of Transportation Safety will be focusing on establishing and/or enhancing Occupant Protection programs in several metro area locations including Jefferson, Denver, Larimer, Mesa and Pueblo counties; rural areas including 7 Regional Emergency Medical and Trauma Advisory Councils (RETACs), the Southern Ute and Ute Mountain Ute Tribes as well as state-wide efforts.

### **Efforts and activities to address Occupant Protection include:**

- Providing support to law enforcement to enforce Colorado's restraint laws during three "Click It or Ticket" high-visibility campaigns;
- Providing Occupant Protection education to parents, caregivers and to the general public;
- Educating teen drivers in seat belt use and other teen driving safety issues, including the Graduated Driver License (GDL) program;
- Funding programs focusing on minorities and involving community organizations to educate adults and children;
- Targeting child passenger safety and booster seat usage; and
- Providing support to rural communities to address low seat belt usage rates.

**Task Number** 10-06-61-01  
**Program Name** Southwest Colorado Occupant Protection  
**Contractor** Southern Ute Community Action Programs, Inc. (SUCAP)  
**Program Manager** Erez

Low passenger restraint usage rates contribute to the high number of injury and fatal crashes in Southwest Colorado counties. According to the CDOT FY 2009 Problem ID, Montezuma County rated 6<sup>th</sup> lowest for seatbelt use at 71.6%. La Plata County rated 10<sup>th</sup> among the lowest seat belt usage for children ages 0-4. The 2009 seatbelt survey shows that the Western region of Colorado has the lowest seatbelt usage at 75.6%. Local roadside surveys show that the communities of Bayfield and Ignacio have among the lowest rates of seat belt use, particularly among male drivers (64%). The car and booster seat usage rate is low and has a high misuse rate.

SUCAP and its partners: schools, law enforcement and local commercial employers, will conduct outreach activities that will include check up events, fit stations, observational surveys, presentations and training. The program will focus on private and commercial vehicle drivers, child safety seat users, and pick-up truck drivers to increase the use of passenger restraints. The program will target all drivers and occupants in Southwest Colorado counties including the Southern Ute tribal members and other Native Americans.

***This project addresses measures:***

- C-1.** Reduce the number of traffic fatalities
- C-4.** Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions
- C-9.** Reduce the number of drivers age 20 or younger involved in fatal crashes

Evaluation Measure                      Number of seats installed, number of fit stations, Number of check up events, number of trainings.  
Funding Source                              402  
Program Area                                 OP – Occupant Protection

Cost Summary

Personal Services	\$	40,000.00
Operating Expenses	\$	5,000.00
Travel	\$	5,000.00
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>50,000.00</b>
Federal Funds	\$	50,000.00
Agency Match	\$	10,000.00
<b>Total</b>	<b>\$</b>	<b>60,000.00</b>
<u>Local Benefit</u>	<u>\$</u>	<u>50,000.00</u>

**Task Number** 10-06-61-02  
**Program Name** Child Passenger Safety  
**Contractor** Colorado State Patrol  
**Program Manager** Erez

For children of all ages, more than half of fatalities might be prevented if proper restraints were used correctly. In 2008 there were 8 fatalities where 62.5% were unrestrained among children 0-4 years of age and 23 fatalities where 73.9% were unrestrained among children 5-15 years of age. The Colorado State Patrol will decrease the number of deaths and injuries of children through a combined education and outreach program designed to increase the correct usage of occupant protection systems in vehicles. The program will support all seat belt use with special emphasis on establishing and maintaining statewide Child Passenger Safety (CPS) fitting stations, education and training.

***This project addresses measures:***

**C-1.** Reduce the number of traffic fatalities

**C-2.** Reduce the number of serious injuries in traffic crashes

**C-4.** Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions

Evaluation Measure Number of fit stations, number of trainings, number of people trained.  
 Funding Source 402  
 Program Area OP – Occupant Protection

**Cost Summary**

Personal Services	\$	72,600.00
Operating Expenses	\$	58,400.00
Travel	\$	19,000.00
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>150,000.00</b>
Federal Funds	\$	150,000.00
Agency Match	\$	54,480.00
<b>Total</b>	<b>\$</b>	<b>204,480.00</b>
<b>Local Benefit</b>	<b>\$</b>	<b>150,000.00</b>

**Task Number** 10-06-61-03  
**Program Name** Teen Motor Vehicle (MV) Safety and Child Passenger Safety  
**Contractor** Mesa County Health Dept.  
**Program Manager** Guerrero

Motor Vehicle crashes are the leading cause of injuries and fatalities among children and young adults in Mesa County. Only 72.2% of Mesa County 5-15 yr olds are using any type of restraint. Seat belt use for Mesa County youth ages 16-20 is 72.5%, 8.5% below the 2008 state rate of 79.2%. The Community Guide to Preventive Services recommends education and child safety seat distribution programs as a best practice to increase use and improve the correct use of child restraints. In addition, programs to “Teach your Teen to Drive,” distributing community wide information/education, promoting seat belt use in Mesa County High Schools through teen led activities and parent participation will be implemented and tracked by Health Educators in Mesa County.

***This project addresses measures:***

- C-1.** Reduce the number of traffic fatalities
- C-2.** Reduce the number of serious injuries in traffic crashes
- C-4.** Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions
- B-1.** Increase the observed seat belt use for passenger vehicles

Evaluation Measure                      Reduce deaths and serious injuries that result from traffic crashes involving young drivers and child passengers as measured by crash, injury and fatality data.

Funding Source                              402

Program Area                                 OP - Occupant Protection

**Cost Summary**

Personal Services	\$	20,519.00
Operating Expenses	\$	17,881.00
Travel	\$	1,000.00
Contractual Services	\$	600.00
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>40,000.00</b>
Federal Funds	\$	40,000.00
Agency Match	\$	14,472.00
<b>Total</b>	<b>\$</b>	<b>54,472.00</b>
<b>Local Benefit</b>	<b>\$</b>	<b>40,000.00</b>

**Task Number** 10-06-61-04  
**Program Name** Safe Driving Outreach for Hispanics  
**Contractor** Heinrich Marketing, Inc.  
**Program Manager** Erez

Hispanics represent a large portion of vehicle crash-related deaths and injuries in Colorado. Seat belt usage rates for Hispanics are higher than five years ago, however it is still lower (at 76.8% in 2009) than non-Hispanic whites and lower than the non-white population. Most child safety seats are still installed incorrectly and many families do not use them at all. Heinrich Hispanidad is committed to conducting outreach through its community partners. Activities include check-up events, fitting stations, community sessions and media campaigns to increase the observed seat belt use rate and reduce the number of traffic fatalities and serious injuries.

***This project addresses measures:***

**C-1.** Reduce the number of traffic fatalities

**C-4.** Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions

**B-1.** Increase the observed seat belt use for passenger vehicles

Evaluation Measure Number of check up events and seats installed, number of community sessions and media campaigns.  
 Funding Source 402  
 Program Area OP – Occupant Protection

**Cost Summary**

Personal Services	\$	53,500.00
Operating Expenses	\$	25,000.00
Travel	\$	1,500.00
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>80,000.00</b>
Federal Funds	\$	80,000.00
Agency Match	\$	35,845.00
<b>Total</b>	<b>\$</b>	<b>115,845.00</b>
<b>Local Benefit</b>	<b>\$</b>	<b>3,000.00</b>

**Task Number** 10-06-61-05  
**Program Name** African American Occupant Protection  
**Contractor** BurksComm, Inc.  
**Program Manager** Erez

According to the CDOT FY 2009 Problem ID the probability of fatal crashes increases as the percentage of minority population increases in a particular neighborhood. National data shows: (1) Almost one out of every four African Americans still do not buckle up; (2) Motor vehicle crashes remain the leading cause of death for African Americans from 0-14 years of age; (3) Crashes are the second leading cause of death for African Americans between 15 - 24 years of age; and (4) African American men are twice as likely to die in a motor vehicle crash as their Anglo counter parts.

The purpose of this project is to educate African Americans in metropolitan Denver, Colorado Springs and Pueblo of the critical importance of seat belt use and child passenger safety; and to modify behaviors regarding the use of seat belts and car seats. The objective is to increase community coalitions and relationship building with community organizations and attempt to increase the use of seat belts and car safety seats by 5%.

***This project addresses measures:***

**C-1.** Reduce the number of traffic fatalities

**C-4.** Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions

**B-1.** Increase the observed seat belt use for passenger vehicles

Evaluation Measure	Number of community coalitions developed, number of educational trainings.
Funding Source	402
Program Area	OP – Occupant Protection

**Cost Summary**

Personal Services	\$	40,000.00
Operating Expenses	\$	20,000.00
Travel		
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>60,000.00</b>
Federal Funds	\$	60,000.00
Agency Match	\$	15,000.00
<b>Total</b>	<b>\$</b>	<b>75,000.00</b>

**Task Number** 10-06-61-06  
**Program Name** Tween Passenger Safety  
**Contractor** Denver Osteopathic Foundation  
**Program Manager** Erez

According to the 2008 Child Safety Restraint System and the CDOT Juvenile Seat Belt Study, the combined front seat and rear seat belt usage for juveniles (5-15 years) was 65% in 2008. The CDOT FY 2009 Problem ID reports that nearly 30% of children ages 5-15 were improperly restrained. The purpose of this project is to increase the number of Tweens (8-12 year olds) sitting safely buckled up in the back seat. The target audience will be 3rd – 5th grade students and their parents for 900 students at selected elementary schools in the Denver metro area (Denver, Douglas & Arapahoe counties).

***This project addresses measures:***

**C-1.** Reduce the number of traffic fatalities

**C-4.** Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions

**B-1.** Increase the observed seat belt use for passenger vehicles

Evaluation Measure Number of educational presentations.  
 Funding Source 402  
 Program Area OP – Occupant Protection

Cost Summary

Personal Services	\$	7,500.00
Operating Expenses	\$	9,100.00
Travel	\$	400.00
Contractual Services	\$	8,000.00
Other (indirects)		
<u>Total</u>	<u>\$</u>	<u>25,000.00</u>
Federal Funds	\$	25,000.00
Agency Match	\$	8,350.00
<u>Total</u>	<u>\$</u>	<u>33,350.00</u>
<u>Local Benefit</u>	<u>\$</u>	<u>25,000.00</u>

**Task Number** 10-06-61-07  
**Program Name** Car Seat Program  
**Contractor** Ute Mountain Ute Tribe  
**Program Manager** Erez

For the past five years BIA Law Enforcement has averaged 72 accident investigations which produced an average of 26 injuries. Citations and/or arrests for careless or reckless driving range between 110 and 122. Montezuma County seatbelt usage rates are well below the State average at 68.2% in 2008.

With incomes hovering around poverty levels on the Ute Mountain Ute reservation many young single mothers and young families struggle to provide child safety seats for their children. Others are utilizing second hand or hand-me-down units that are no longer operating adequately. Still others do not have enough safety units for all their children.

The purpose of the project is to educate the tribal population about traffic safety and provide safety seats. This project will address child passenger safety and include activities such as conducting check up events, disseminating CPS information, utilizing the tribal channel for public interest programming on CPS and other related information, developing an ongoing educational program by partnering with child and youth organizations to educate youth and parents and training CPS technicians. All services are provided through the tribal health department.

***This project addresses measures:***

- C-1.** Reduce the number of traffic fatalities
- C-4.** Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions
- B-1.** Increase the observed seat belt use for passenger vehicles

Evaluation Measure                      Number of seats installed, number check up events.  
 Funding Source                              402  
 Program Area                                      OP – Occupant Protection

<u>Cost Summary</u>	
Personal Services	\$ 10,000.00
Operating Expenses	\$ 5,000.00
Travel	
Contractual Services	
Other (indirects)	
<b>Total</b>	<b>\$ 15,000.00</b>
Federal Funds	\$ 15,000.00
Agency Match	\$ 3,000.00
<b>Total</b>	<b>\$ 18,000.00</b>
<b>Local Benefit</b>	<b>\$ 15,000.00</b>

**Task Number** 10-06-61-08  
**Program Name** Occupant Protection TECH Transfer  
**Contractor** Office of Transportation Safety  
**Program Manager** Chase

The purpose of this program is to provide training, community outreach and coalition building for the Traffic Safety Education Programs. It will also provide support for persons outside of CDOT to attend the National Safety Priorities 2010 Lifesavers Conference to be held in Philadelphia, PA and the 2010 “Kidz in Motion” conference to be held in Fort Worth, TX.

***This project addresses measures:***

**B-1.** Increase the observed seat belt use for passenger vehicles

Evaluation Measure Number of people trained  
 Funding Source 402  
 Program Area OP – Occupant Protection

Cost Summary	
Personal Services	\$ 10,000.00
Operating Expenses	
Travel	
Contractual Services	
Other (indirects)	
<b>Total</b>	<b>\$ 10,000.00</b>
Federal Funds	\$ 10,000.00
Agency Match	
<b>Total</b>	<b>\$ 10,000.00</b>
<b>Local Benefit</b>	<b>\$ 10,000.00</b>

**Task Number** 10-06-61-09  
**Program Name** Latino Community Seat Belt  
**Contractor** Crossroads Turning Points, Inc.  
**Program Manager** Erez

Pueblo is the 3rd highest crash risk county according to the CDOT FY 2009 Problem ID. Pueblo had 15 fatal crashes out of 554 statewide and 16 fatalities out of 606 statewide. Overall seatbelt use is 77% and only 64% of juvenile are restrained. The odds of crash involvement for young drivers are at 5% which is 2<sup>nd</sup> worst out of 64 counties.

The purpose of this project is to address low seat belt usage rates with Latino residents in Pueblo and communities in the San Luis Valley and Las Animas/Huerfano counties. The safety program will include conducting check-up events, fitting stations in all counties, distribution of materials and community sessions.

***This project addresses measures:***

**C-1.** Reduce the number of traffic fatalities

**C-4.** Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions

**B-1.** Increase the observed seat belt use for passenger vehicles

Evaluation Measure Number of check up events and seats installed, number of community sessions.  
 Funding Source 402  
 Program Area OP – Occupant Protection

Cost Summary

Personal Services	\$	30,000.00
Operating Expenses	\$	26,000.00
Travel	\$	4,000.00
Contractual Services		
Other (indirects)		
<u>Total</u>	<u>\$</u>	<u>60,000.00</u>
Federal Funds	\$	60,000.00
Agency Match	\$	15,000.00
<u>Total</u>	<u>\$</u>	<u>75,000.00</u>
<u>Local Benefit</u>	<u>\$</u>	<u>60,000.00</u>

**Task Number** 10-06-61-10  
**Program Name** Operation Buckle Up  
**Contractor** Cortez PD  
**Program Manager** Erez

Cortez is well below the Colorado average for observed seat belt usage. The 2009 rural Colorado Seatbelt Survey placed Cortez in the bottom five surveyed for seatbelt use. The purpose of this project is to increase seat belt use by conducting short high-visibility seat belt enforcement and sustained enforcement efforts. The Cortez Police Department will conduct quarterly seat belt observations to record use and establish weekly seat belt enforcements efforts.

***This project addresses measures:***

**C-1.** Reduce the number of traffic fatalities

**C-4.** Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions

**B-1.** Increase the observed seat belt use for passenger vehicles

Evaluation Measure Number of seatbelt violations issued.  
 Funding Source 402  
 Program Area OP – Occupant Protection

Cost Summary

Personal Services	\$	10,000.00
Operating Expenses		
Travel		
Contractual Services		
Other (indirects)		
<u>Total</u>	<u>\$</u>	<u>10,000.00</u>
Federal Funds	\$	10,000.00
Agency Match	\$	5,545.00
<u>Total</u>	<u>\$</u>	<u>15,545.00</u>
<u>Local Benefit</u>	<u>\$</u>	<u>10,000.00</u>

**Task Number** 10-06-61-11  
**Program Name** Click it or Ticket- Occupant Protection Enforcement  
**Contractor** Colorado State Patrol (CSP)  
**Program Manager** Chase

Click it or Ticket is the most successful seat belt campaign ever, helping create the highest national seat belt usage rate of 83% for 2008.

The CSP will provide 2,300 hours of overtime enforcement of Colorado's occupant protection restraint laws during three "Click it or Ticket" campaigns: Night time enforcement, rural enforcement and the May mobilization.

The CSP will collaborate and coordinate program activity information with the Public Relations Office of the Colorado Department of Transportation, and coordinate data collection and reporting efforts, including pre and post enforcement safety belt usage surveys with staff.

The CSP allocates funding to all 19 Troop Offices depending on the compliance rate in each of those specific areas.

***This project addresses measures:***

**B-1.** Increase the observed seat belt use for passenger vehicles

Evaluation Measure	# of seatbelt citations issued
Funding Source	402
Program Area	OP – Occupant Protection

**Cost Summary**

Personal Services	\$	215,000.00
Operating Expenses		
Travel		
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>215,000.00</b>
Federal Funds	\$	215,000.00
Agency Match	\$	43,000.00
<b>Total</b>	<b>\$</b>	<b>258,000.00</b>
<b>Local Benefit</b>	<b>\$</b>	<b>215,000.00</b>

**Task Number** 10-06-61-12  
**Program Name** Click it or Ticket - Occupant Protection Enforcement  
**Contractor** Local Law Enforcement Agencies  
**Program Manager** Chase

Click it or Ticket is the most successful seat belt campaign ever, helping create the highest national seat belt usage rate of 83% for 2008.

With the coordination and recruitment by CDOT's Law Enforcement Coordinator, the goal of this project is to encourage all Colorado local law enforcement agencies to aggressively enforce occupant protection laws through a combination of enforcement, education and awareness.

This project supports overtime enforcement of occupant protection laws at the local level during three "Click it or Ticket" campaigns: Night time enforcement, rural enforcement and May mobilization.

Agencies request funds through an application process. The funding level for each agency is determined through compliance rates and the agency's potential impact on the State's compliance rate.

***This project addresses measures:***

**B-1. Increase the observed seat belt use for passenger vehicles**

Evaluation Measure	Increase in observed seat belt use
Funding Source	402
Program Area	OP - Occupant Protection

**Cost Summary**

Personal Services	\$	275,000.00
Operating Expenses		
Travel		
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>275,000.00</b>
Federal Funds	\$	275,000.00
Agency Match		
<b>Total</b>	<b>\$</b>	<b>275,000.00</b>
<b>Local Benefit</b>	<b>\$</b>	<b>275,000.00</b>

**Task Number** 10-06-61-13  
**Program Name** Young Driver - "Seat Belts 101"  
**Contractor** Just Say Know Inc.  
**Program Manager** Guerrero

According to National Highway Traffic Safety Administration (NHTSA) data, the population most at risk on our nation's highways is the driver under the age of twenty-five. The CDOT Problem ID identified the top twenty most dangerous zip codes where young drivers live. Young drivers in Denver rank seventh on the list. In 2007, 116 young drivers in Colorado were killed in traffic accidents; 74% of them were not wearing a seat belt.

This project will address these issues by implementing a seat belt compliance campaign. Activities will include: conduct surveys of young drivers; establish community resources and local partnerships; establish campaign locations, dates and times; conduct pre-observations at campaign locations; implement campaign activities and conduct post-observations.

***This project addresses measures:***

**C-4.** Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions.

**C-9.** Reduce the number of drivers age 20 or younger involved in fatal crashes

**B-1.** Increase the observed seat belt use for passenger vehicles

Evaluation Measure	Number of seatbelt campaigns conducted
Funding Source	402
Program Area	OP – Occupant Protection

**Cost Summary**

Personal Services	\$	7,200.00
Operating Expenses	\$	12,500.00
Travel	\$	300.00
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>20,000.00</b>
Federal Funds	\$	20,000.00
Agency Match	\$	10,500.00
<b>Total</b>	<b>\$</b>	<b>30,500.00</b>
<b>Local Benefit</b>	<b>\$</b>	<b>20,000.00</b>

**Task Number** 10-06-61-14  
**Program Name** OP Mini Grants  
**Contractor** TBD  
**Program Manager** Erez

Various rural organizations from high risk counties identified in the CDOT FY 2009 Problem ID will be implementing occupant protection activities. These activities include, but are not limited to, purchasing and distributing child safety seats, conducting check-up events, running fit stations by appointments, distributing safety materials, and conducting youth and adult safety classes.

Agencies within high risk counties, as identified in the CDOT FY 2009 Problem ID, will be sent information on how to apply for the mini grants. This information will also be posted on the CDOT Safety website. Agencies will be eligible to apply for mini grants up to \$4,950. Costs may include car seat purchases for distribution to low income families and costs to host fitting stations or car seat check up events.

***This project addresses measures:***

**C-1.** Reduce the number of traffic fatalities

**C-4.** Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions

**B-1.** Increase the observed seat belt use for passenger vehicles

Evaluation Measure	Number of seats installed, number of fitting stations, number of educational trainings/sessions.
Funding Source	402
Program Area	OP – Occupant Protection

Cost Summary

Personal Services	\$	30,000.00
Operating Expenses		
Travel		
Contractual Services		
Other (indirects)		
<u>Total</u>	<u>\$</u>	<u>30,000.00</u>
Federal Funds	\$	30,000.00
Agency Match		
<u>Total</u>	<u>\$</u>	<u>30,000.00</u>
<u>Local Benefit</u>	<u>\$</u>	<u>30,000.00</u>

**Task Number:** 10-06-61-15  
**Program Name:** Teen Driving Safety Initiative  
**Contractor:** Drive Smart Evergreen-Conifer  
**Program Manager:** Guerrero

Clear Creek and Park Counties rank 11<sup>th</sup> and 21<sup>st</sup> for the highest teen crash rates respectively out of 64 counties. These rural foothills counties have one high school each, and neither currently have peer groups or mentors dedicated to promoting seat belt use and motor vehicle safety. National and local data show that teens are most receptive to peer developed and disseminated safety messages.

Costs associated with this project include hiring four High School Liaison (HSL) positions to build peer coalitions and partner with community members and businesses in targeted areas; High School Liaison (HSL) orientation and training day materials; production of *Foothills Battle of the Belt* Toolkits; the Battle of the Belt Kick-Off Meeting and mini grant funding based on school/student plans.

***This project addresses measures:***

**C-2.** Reduce the number of serious injuries in traffic crashes

**C-9.** Reduce the number of drivers age 20 or younger involved in fatal crashes.

**B-1.** Increase the observed seat belt use for passenger vehicles.

Evaluation Measure To reduce the number of young driver related crashes, in the targeted foothills communities. To increase seat belt usage of young drivers in the targeted foothills communities.

Funding Source: 402  
 Program Area: OP – Occupant Protection

**Cost Summary**

Personal Services	\$	9,750.00
Operating Expenses	\$	17,716.00
Travel	\$	614.00
Contractual Services	\$	11,920.00
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>40,000.00</b>

Federal Funds	\$	40,000.00
Agency Match	\$	8,000.00
<b>Total</b>	<b>\$</b>	<b>48,000.00</b>

<b>Local Benefit</b>	<b>\$</b>	<b>40,000.00</b>
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**Task Number** 10-06-61-16  
**Program Name** Safe Kids Larimer CO Child Passenger Safety  
**Contractor** Poudre Valley Health  
**Program Manager** Erez

According to the Colorado Department of Public Health and Environment, motor vehicle crashes are the leading cause of injury death for children ages 1 -14. Local trauma registry data (Poudre Valley Health System and McKee Medical Center, 2004 - 2008) lists motor vehicle crashes as the leading and second leading cause of trauma visits for children ages birth to 14 years old.

Many children are riding unrestrained in motor vehicles because parents lack the resources and knowledge to properly restrain their children. Approximately 12% of Larimer County children are living in poverty and barely have the financial means to receive the basic necessities.

The purpose of this project is to increase access to child restraints in all vehicles and to provide proper education on how to use them. Activities include establishing a hospital fit station for newborns at Poudre Valley Hospital to assist with the proper installation of their rear-facing child restraint, educating and distributing 300 car seats to families in need in Larimer County (targeting low income families) and equipping Poudre Valley ambulances with pediatric ambulance restraints.

***This project addresses measures:***

**C-4.** Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions

**B-1.** Increase the observed seat belt use for passenger vehicles

Evaluation Measure                      Number of seats distributed and installed, number of pediatric ambulance restraints installed.  
 Funding Source                              402  
 Program Area                                  OP – Occupant Protection

Cost Summary

Personal Services	\$	20,000.00
Operating Expenses	\$	15,000.00
Travel		
Contractual Services	\$	5,000.00
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>40,000.00</b>

Federal Funds	\$	40,000.00
Agency Match	\$	20,000.00
<b>Total</b>	<b>\$</b>	<b>60,000.00</b>

<b>Local Benefit</b>	<b>\$</b>	<b>40,000.00</b>
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**Task Number** 10-06-61-17  
**Program Name** Seat Belt Survey  
**Contractor** Colorado State University  
**Program Manager** Erez

Colorado is still a secondary seat belt law state with an estimated seat belt usage rate of 80.3% in 2009. Nationally the usage rate ranges from 55.7% to 97.2%.

The purpose of this project is to survey Colorado's seat belt usage rate. The survey results will assist the SHSO in their efforts to increase the rate to 85% or higher and increase awareness of Colorado's seat belt usage importance in saving lives.

***This project addresses measures:***

**B-1. Increase the observed seat belt use for passenger vehicles**

Evaluation Measure Survey samples of drivers and occupants in Colorado  
 Funding Source 402  
 Program Area OP – Occupant Protection

**Cost Summary**

Personal Services	\$	230,000.00
Operating Expenses	\$	10,000.00
Travel	\$	60,000.00
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>300,000.00</b>
Federal Funds	\$	300,000.00
Agency Match		
<b>Total</b>	<b>\$</b>	<b>300,000.00</b>

**Task Number:** 10-06-61-18  
**Program Name:** Teen Motor Vehicle Safety  
**Contractor:** Drive Smart Colorado  
**Program Manager:** Guerrero

Teens face the greatest risk of crashing during their first year of driving and traffic crashes are the leading cause of death for teens in Colorado. One in five licensed 16 year olds will be in a vehicle crash. In high schools throughout Teller and El Paso counties, the goal is to implement a highly successful 2010 Drive Smart High School Traffic Safety Challenge. By the end of the challenge, participating high schools will have increased their seat belt usage rate by an average of 10%. In addition, monthly classes for parents of young drivers will be created and implemented in Teller and El Paso counties to educate parents on Colorado's graduated driver's licensing laws (GDL), increase seat belt use as well as a parent's role in keeping their teens safe while driving.

***This project addresses measures:***

**C-2.** Reduce the number of serious injuries in traffic crashes

**C-9.** Reduce the number of drivers age 20 or younger involved in fatal crashes.

**B-1.** Increase the observed seat belt use for passenger vehicles

Evaluation Measure Increase seat belt usage among teens and increase parent knowledge of GDL laws and the role they play in keeping their teens safe while driving

Funding Source: 402

Program Area: OP Occupant Protection

**Cost Summary**

Personal Services	\$	29,700.00
Operating Expenses	\$	7,870.00
Travel	\$	430.00
Contractual Services	\$	2,000.00
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>40,000.00</b>
Federal Funds	\$	40,000.00
Agency Match	\$	14,772.00
<b>Total</b>	<b>\$</b>	<b>54,772.00</b>
<b>Local Benefit</b>	<b>\$</b>	<b>40,000.00</b>

**Task Number** 10-06-61-19  
**Program Name** Young Adult Driving Awareness  
**Contractor** Center for Transportation Safety  
**Program Manager** Guerrero

Teen and young adults are the fastest growing population of injury and fatal accidents in Colorado. In order to reach these young people, the Center for Transportation Safety, in conjunction with high school leaders and community leaders, will present informative presentations through the use of driving simulators mounted in 73 foot trailers.

The Simulator is programmed to duplicate the dynamics of “driving under the influence” at varying degrees of Blood Alcohol levels. Other specialty designed tractors will display safety topics such as “Alive at 25,” Click it or Ticket, Child Restraint and Seat Belt Programs. Crash cars are also displayed in high schools with “Story Boards” testifying to the dramatic events leading up to the crash that took the lives of young adults in Colorado.

***This project addresses measures:***

- C-1** Reduce the number of traffic fatalities
- C-2** Reduce the number of serious injuries in traffic crashes
- C-4** Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions
- C-9** Reduce the number of drivers age 20 or younger involved in fatal crashes

Evaluation Measure                      Number of presentations. Number of students trained.  
 Funding Source                              402  
 Program Area                                      OP

**Cost Summary**

Personal Services	\$	23,000.00
Operating Expenses	\$	1,600.00
Travel	\$	400.00
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>25,000.00</b>
Federal Funds	\$	25,000.00
Agency Match	\$	5,000.00
<b>Total</b>	<b>\$</b>	<b>30,000.00</b>
<b>Local Benefit</b>	<b>\$</b>	<b>25,000.00</b>

**Task Number** 10-06-61-20  
**Program Name** Child Passenger to the Underserved  
**Contractor** Drive Smart Coalition Evergreen/Conifer  
**Program Manager** Ilana Erez

According to the CDOT 2009 Problem ID, Jefferson County is a high-risk county, ranking 13th out of 64 counties in County-only-effect on crash odds. There were 47 fatalities out of 606 statewide. Forty-four children ages newborn to fifteen years old were injured in motor vehicle crashes in Jefferson County from 2004-2006 (Colorado Health Information Dataset).

The purpose of the project is to reduce the number of injuries and fatalities suffered by motor vehicle occupants ages 0-15 years old. The coalition will train six new volunteer car seat technicians and increase the number of car seat checks. They will also continue to deliver the Buckle Bear Presentation and expand the program to additional Head Start Program preschool students across Jefferson County.

***This project addresses measures:***

**C-1.** Reduce the number of traffic fatalities

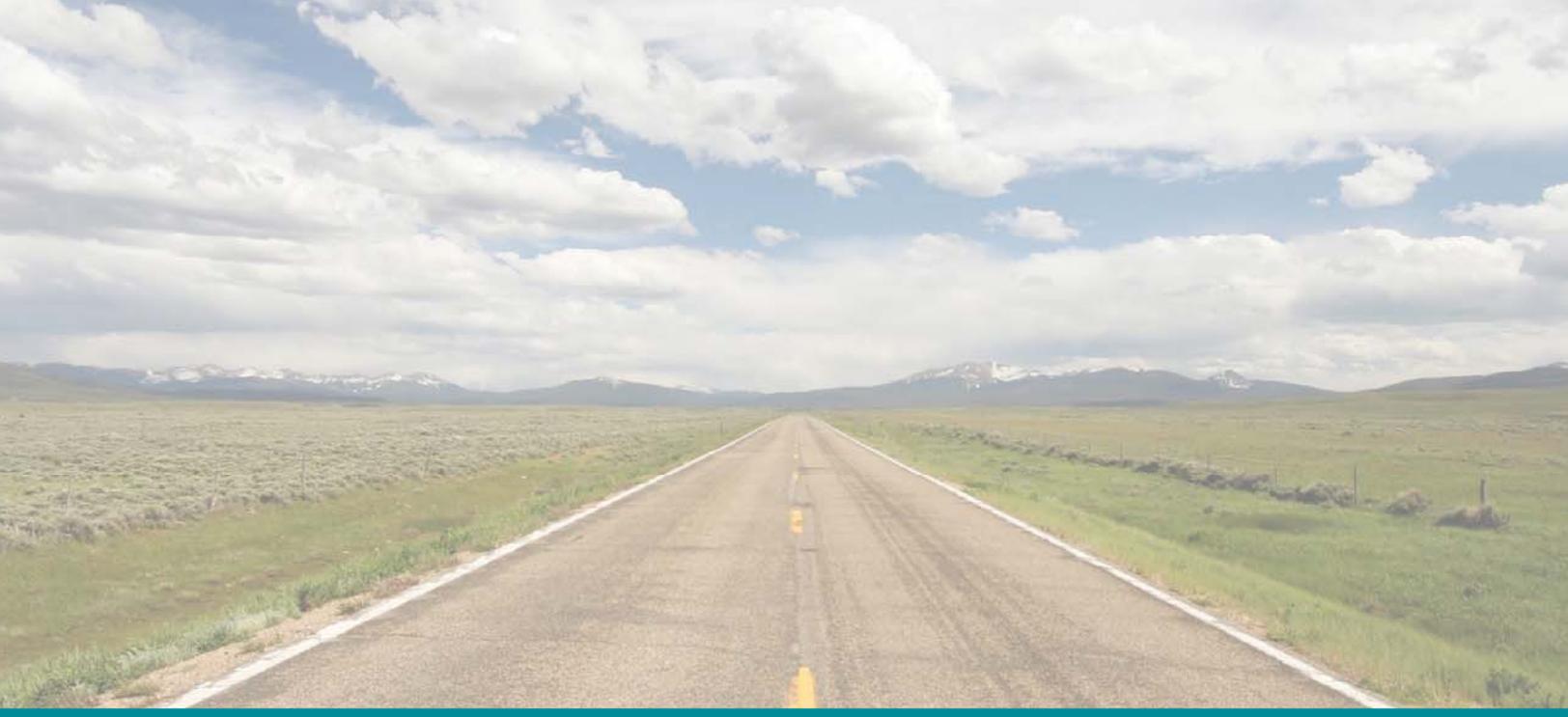
**C-4.** Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions

**B-1.** Increase the observed seat belt use for passenger vehicles

Evaluation Measure Number of school presentations and number of seats installed  
 Funding Source 402  
 Program Area OP – Occupant Protection

**Cost Summary**

Personal Services	\$	9,750.00
Operating Expenses	\$	5,000.00
Travel	\$	750.00
Contractual Services	\$	14,500.00
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>30,000.00</b>
Federal Funds	\$	30,000.00
Agency Match	\$	10,000.00
<b>Total</b>	<b>\$</b>	<b>40,000.00</b>
<b>Local Benefit</b>	<b>\$</b>	<b>30,000.00</b>



# **PROGRAM TASK DESCRIPTIONS**

## **2010 SAFETY EDUCATION & ENFORCEMENT**

### *Motorcycle Safety and Motorcycle Operator Safety Training (MOST)*



## MOTORCYCLE SAFETY AND MOTORCYCLE OPERATOR SAFETY TRAINING (MOST)

Crashes involving motorcycles in Colorado have increased consistently over the last decade. Riders in the larger, front-range, metro areas are more likely to be involved in crashes than riders statewide. In 2007, 41.1% of all motorcycle fatalities occurred in four counties: El Paso, Denver, Adams and Jefferson. To counter these accident rates, CDOT and the OTS are committed to continuing to train and license all riders, both novice and experienced.

The MOST Program is administered by CDOT to train beginning and experienced motorcyclists. The MOST Program provides tuition reimbursement to training providers to keep the cost of training to students affordable, and is funded with a \$2 fee on motorcycle license endorsements and a \$4 fee on motorcycle registrations. Over 80,000 people have been trained through the MOST since 1991. There are currently over 350,000 motorcycle endorsements in the State. The MOST program trains approximately 9,500 people per year.

Efforts and activities to address MOST include:

- Work with the MOST Program to ensure motorcyclists are properly licensed;
- Educate motorcyclists statewide about the dangers of operating a motorcycle while impaired;
- Build a partnership with the Colorado State Patrol (CSP) and local law enforcement agencies to develop an education and enforcement program that focuses on motorcycle riders;
- Expand the number of motorcycle training sites, contractors and instructors, and actively pursue more rural training sites;
- Utilize and develop more programs to encourage males to take rider education courses and avoid impaired riding;
- Conduct media events in conjunction with the CSP and other stakeholders to promote MOST classes especially for at-risk age groups; and
- Work with the Colorado Motorcycle Dealers Association to ensure that training information and materials are distributed to motorcycle purchasers and prospective purchasers.

**Task Number** 10-07-71-01  
**Program Name** Motorcycle Operator Safety Training (MOST)  
**Contractor** Certified Training Programs (12) and Facilities  
**Program Manager** Paul Peterson

During FY 2009, the Colorado Department of Transportation will continue a statewide motorcycle rider education program which was established by statute in 1990. Program funding was also created by statute that year and allows the program to receive a \$2 surcharge on motorcycle license endorsements and \$4 on motorcycle registrations. The Office of Transportation Safety is responsible for the allocation of these funds to provide training in a manner as prescribed by statute: affordable and accessible to qualified applicants throughout the State of Colorado. The program trains approximately 10,000 students per year through 12 current contractors under the supervision of Motorcycle Safety Foundation qualified instructors at over 30 training sites. Since its inception MOST has trained over 80,000 students.

***This project addresses measures:***

**C-5.** Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above

**C-7.** Reduce the number of motorcycle fatalities

**C-8.** Reduce the number of unhelmeted motorcyclist fatalities

Evaluation Measure Train at least 10,000 students per year  
 Funding Source State funds  
 Program Area Motorcycle Safety

**Cost Summary**

Personal Services	\$	75,962.00
Operating Expenses	\$	17,000.00
Travel	\$	3,000.00
Capital Equipment		
Contractual Services	\$	543,783.00
<b>Total</b>	<b>\$</b>	<b>639,745.00</b>

Federal Funds		
Agency Match	\$	639,745.00
<b>Total</b>	<b>\$</b>	<b>639,745.00</b>

**Task Number** 10-07-71-02  
**Program Name** Operation Save-A-Life (OSAL)  
**Contractor** ABATE of Colorado  
**Program Manager** Paul Peterson

Motorcyclists experience a higher number and rate of alcohol-related crashes, injuries and fatalities both nationally and in Colorado. ABATE of Colorado, the state's largest motorcycling organization and a not-for-profit, will continue educational efforts in FY 2010 to address impaired riding. Members of their organization will contact schools, other organizations and members of the motorcycling community to provide a platform to discuss impaired riding issues with the aim of reducing serious motorcycle crashes and fatalities. The 2007 Motorcycle Safety Assessment recommended several areas in which OSAL will play a key role. ABATE of Colorado will distribute informational materials and conduct communications campaigns that emphasize motorist awareness of motorcycles – and why some motorists are not aware of motorcycles. Also, OSAL will continue to maintain the strong relationships with motorcycle groups to encourage self-policing and encouraging a zero tolerance of drinking and riding.

***This project addresses measures:***

- C-5.** Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above
- C-7.** Reduce the number of motorcycle fatalities
- C-8.** Reduce the number of unhelmeted motorcyclist fatalities

Evaluation Measure Number of presentations. Number of people contacted.  
 Funding Source 402  
 Program Area MC Motorcycle Safety

**Cost Summary**

Personal Services	\$	7,425.00
Operating Expenses	\$	19,425.00
Travel	\$	1,290.00
Capital Equipment		
Contractual Services	\$	1,860.00
<b>Total</b>	<b>\$</b>	<b>30,000.00</b>

Federal Funds	\$	30,000.00
Agency Match	\$	14,320.00
<b>Total</b>	<b>\$</b>	<b>44,320.00</b>

**Task Number** 10- 07-71-03  
**Program Name** Motorcycle Safety Education Program  
**Contractor** Colorado State Patrol (CSP)  
**Program Manager** Paul Peterson

Motorcycle fatal crashes have risen dramatically in the last decade in Colorado. The CSP will focus on issues related to improving motorcycle/traffic safety. In order to achieve these objectives, the CSP will maintain a Mobile Education Unit to be used at motorcycle events and rally's across Colorado. This high visibility unit will be staffed by CSP troopers who will educate the riding public on safe riding techniques and practices, safety equipment and the importance of motorcycle safety training.

***This project addresses measures:***

**C-5.** Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above

**C-7.** Reduce the number of motorcycle fatalities

**C-8.** Reduce the number of unhelmeted motorcyclist fatalities

Evaluation Measure	Number and type of events CSP Troopers attended and number of people attending the events and contacted by CSP Troopers
Funding Source	402
Program Area	MC - Motorcycle Safety

**Cost Summary**

Personal Services	\$	13,860.00
Operating Expenses		
Travel	\$	6,140.00
Capital Equipment		
Contractual Services		
<b>Total</b>	<b>\$</b>	<b>20,000.00</b>
Federal Funds	\$	20,000.00
Agency Match	\$	9,945.00
<b>Total</b>	<b>\$</b>	<b>29,945.00</b>
Local Benefit	\$	20,000.00

**Task Number** 10-07-71-04  
**Program Name** Motorcycle Rider Safety Education and Enforcement Program  
**Contractor** Jefferson County Sheriff's Office  
**Program Manager** Paul Peterson

In 2008, thirteen motorcycle fatalities occurred in Jefferson County, the second highest number in the state (2008 Colorado FARS). Six (46%) of those fatalities involved drivers with a BAC of 0.08% or higher, more than any other county in Colorado. Taverns located in the foothills communities of Morrison, Evergreen and Conifer are popular locations for some motorcyclists to gather during the riding season. Activities and costs include the Jefferson County Sheriff's Office partnering with DSEC to provide comprehensive speed and DUI enforcement in conjunction with a social marketing campaign to promote responsible motorcycling in the foothills communities of Jefferson County.

***This project addresses measures:***

**C-5.** Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above

**C-7.** Reduce the number of motorcycle fatalities

**C-8.** Reduce the number of unhelmeted motorcyclist fatalities

**Evaluation Measure** FARS data measuring motorcycle fatalities in and around targeted communities and number of taverns involved in the social marketing campaigns  
**Funding Source** 402  
**Program Area** MC - Motorcycle Safety

**Cost Summary**

Personal Services	\$	9,750.00
Operating Expenses	\$	31,250.00
Travel		
Contractual Services	\$	9,000.00
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>50,000.00</b>
Federal Funds	\$	50,000.00
Agency Match	\$	16,725.50
<b>Total</b>	<b>\$</b>	<b>66,725.50</b>
<b>Local Benefit</b>	<b>\$</b>	<b>50,000.00</b>

**Task Number** 10-07-71-05  
**Program Name** Motorcycle Crash Reconstruction Education Program  
**Contractor** Colorado State Patrol (CSP)  
**Program Manager** Paul Peterson

In 2007, there were 90 fatal motorcycle crashes in Colorado. Of these, 26 involved blood alcohol concentrations of .08% or greater, and 53 involved unhelmeted riders or passengers. The circumstances surrounding fatal motorcycle crashes are often difficult to determine. Motorcycles are articulated vehicles with constantly shifting centers of mass, and the dynamic actions and reactions of riding make analysis of crashes, often without witnesses or survivors, more complicated. Without analysis of crashes, it is difficult to determine their specific causes, and it will be difficult to put countermeasures in place to prevent them. Motorcycle crash reconstruction differs from other reconstructions, and advanced training in its specifics will allow law enforcement officers to better understand the causes of crashes and held to prevent them in the future.

***This project addresses measures:***

**C-5.** Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above

**C-7.** Reduce the number of motorcycle fatalities

**C-8.** Reduce the number of unhelmeted motorcyclist fatalities

Evaluation Measure	Number of Crash Reconstruction Courses held at the CSP Academy by June 30, 2010. Number of basic MC Crash Reconstruction Courses developed, planned and scheduled for all CSP Troopers by July 1, 2010.
Funding Source	402
Program Area	MC – Motorcycle Safety

**Cost Summary**

<b>Personal Services</b>	
Operating Expenses	\$ 20,000.00
Travel	
<b>Contractual Services</b>	
<b>Other (indirects)</b>	
<b>Total</b>	<b>\$ 20,000.00</b>
Federal Funds	\$ 20,000.00
Agency Match	\$ 8,777.00
<b>Total</b>	<b>\$ 28,777.00</b>
<b>Local Benefit</b>	<b>\$ 20,000.00</b>





# **PROGRAM TASK DESCRIPTIONS**

## **2010 SAFETY EDUCATION & ENFORCEMENT**

### *Public Relations*



## PUBLIC RELATIONS

Public relations has a critical role in addressing numerous traffic safety issues identified in the Problem Identification Report and goals set out in the Colorado Integrated Safety Plan. Public relations includes media relations, community relations, marketing, paid advertising and development of strategic partnerships that expand CDOT's goal of furthering safety education and reducing fatalities.

CDOT's Public Relations Office (PRO) supports the Office of Transportation Safety, its grantees and partners with specialized assistance related to projects addressing occupant protection and impaired driving education and outreach. The PRO conducts the high-visibility aspect of enforcement campaigns aimed at reducing fatalities, including "Click It or Ticket" seat belt campaign and the "Heat Is On" impaired driving campaign. Other public relations programs encompass teen driving, child passenger safety, motorcycle safety, and work zone safety. The projects included in the Public Relations section of the ISP were chosen based on problem identification and requests from the Office of Transportation Safety.

PR activities to address occupant protection and impaired driving problems include:

- Development and implementation of ongoing media and public relations campaigns for high-visibility DUI enforcement and seat belt enforcement.
- Development and implementation of safety education campaigns for motorcycle safety, teen driving, child passenger safety and work zone safety.
- Development and distribution of news releases.
- Development of relationships with statewide media to encourage news coverage of safety issues.
- Execution of newsworthy media and special events.
- Development of materials for Hispanic audience and Spanish language media.
- Execution of media events and special events which are culturally relevant for Hispanic and/or African-American audiences.
- Development and production of collateral materials, including brochures, fact sheets, posters, flyers, print ads, radio spots and videos.
- Fostering of positive relationships with media, grantees and internal and external partners to expand safety education.
- Development and maintenance of campaign Web sites.
- Placement of paid media buys to reach campaign target audiences.
- Evaluation of campaign elements, including developing a methodology for evaluating increases in public awareness.

**Task Number** 10-08-81-01  
**Program Name** High-Visibility DUI Enforcement – PR/Evaluation  
**Contractor** Webb PR and Corona Research  
**Program Manager** Halpape

In 2008, 38% of traffic fatalities in Colorado were alcohol-related, killing 213 people. This project conducts the “high-visibility” portion of the “Heat is On” DUI enforcement campaign, which is critical for its success in reducing alcohol-related fatalities and injuries. This project includes public relations awareness and education activities for the “Heat Is On,” the national DUI crackdown and DUI Checkpoint Colorado. This project also includes costs to evaluate public attitudes about drunk driving and awareness of the campaigns.

***This project addresses measures:***

- C-1.** Reduce the number of traffic fatalities
- C-2.** Reduce the number of serious injuries in traffic crashes
- C-5.** Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above.
- S-1.** Conduct driver attitude and awareness survey of Highway Safety enforcement and communications activities, and self-reported driving behavior

Evaluation Measure Increase in public awareness.  
 Funding Source 410  
 Program Area K8PM – Paid Media

**Cost Summary**

Personal Services	\$	325,000.00
Operating Expenses		
Travel		
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>325,000.00</b>
Federal Funds	\$	325,000.00
Agency Match		
<b>Total</b>	<b>\$</b>	<b>325,000.00</b>

**Task Number** 10-08-81-02  
**Program Name** High-Visibility DUI Enforcement – Paid Media  
**Contractor** Explore Communications  
**Program Manager** Halpape

In 2008, 38% of traffic fatalities in Colorado were alcohol-related, killing 213 people. Proactive media campaigns have proven to be critical in informing the public of Colorado DUI laws and enforcement to reduce alcohol-related fatalities. This project conducts the paid media portion of “high-visibility” “Heat is On” DUI enforcement campaign, as well as DUI Checkpoint Colorado and the national DUI crackdown. This project includes costs for media consultant planning and paid media buys.

***This project addresses measures:***

- C-1.** Reduce the number of traffic fatalities
- C-2.** Reduce the number of serious injuries in traffic crashes
- C-5** Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above.

Evaluation Measure Increase in public awareness. Maximize buy with “added value”. Gathering and analyzing Gross Rating Points.  
 Funding Source 410  
 Program Area K8PM – Paid Media

**Cost Summary**

Personal Services	\$	250,000.00
Operating Expenses		
Travel		
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>250,000.00</b>
Federal Funds	\$	250,000.00
Agency Match		
<b>Total</b>	<b>\$</b>	<b>250,000.00</b>

**Task Number** 10-08-81-03  
**Program Name** High-Visibility DUI Enforcement – Latino & Paid Media  
**Contractor** Webb Public Relations & Explore Communications  
**Program Manager** Halpape

In 2008, 38% of traffic fatalities in Colorado were alcohol-related, killing 213 people. Of those deaths, 26% were Hispanic. This project executes the public relations and media portion of the “high-visibility” DUI enforcement campaigns, as well as community outreach with Colorado’s Spanish-speaking residents and the Spanish-speaking media.

***This project addresses measures:***

- C-1.** Reduce the number of traffic fatalities
- C-2.** Reduce the number of serious injuries in traffic crashes
- C-5** Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above.

Evaluation Measure Increase in public awareness. Number of earned media stories placed in Spanish media outlets.  
 Funding Source 410  
 Program Area K8PM – Paid Media

**Cost Summary**

Personal Services	\$	75,000.00
Operating Expenses		
Travel		
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>75,000.00</b>

Federal Funds	\$	75,000.00
Agency Match		
<b>Total</b>	<b>\$</b>	<b>75,000.00</b>

**Task Number** 10-08-81-04  
**Program Name** Motorcycle Safety  
**Contractor** Amelie Company  
**Program Manager** Halpape

In 2008, a record 98 motorcycle riders and passengers were killed in traffic crashes in Colorado, which represented 18% of all traffic fatalities. This project includes the execution of the Live to Ride campaign, which aims to educate motorcycle riders about the importance of getting training, wearing proper gear and riding sober. It also aims to educate motorists to watch for motorcycles. Elements include: public and media relations tactics, development and distribution of collateral materials, maintenance of [www.comotorcyclesafety.com](http://www.comotorcyclesafety.com) and paid media.

***This project addresses measures:***

- C-1.** Reduce the number of traffic fatalities
- C-2.** Reduce the number of serious injuries in traffic crashes
- C-5** Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above.
- C-7** Reduce the number of motorcyclist fatalities
- C-8** Reduce the number of unhelmeted motorcyclist fatalities

Evaluation Measure Increase in motorcyclist and public awareness.  
Number of earned media stories.  
Funding Source 2010  
Program Area K6 – Motorcycle Safety Incentive

**Cost Summary**

Personal Services	\$	101,000.00
Operating Expenses		
Travel		
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>101,000.00</b>
Federal Funds	\$	101,000.00
Agency Match		
<b>Total</b>	<b>\$</b>	<b>101,000.00</b>

**Task Number** 10-08-81-05  
**Program Name** Click It or Ticket & Seat belts – PR & Evaluation  
**Contractor** Webb Public Relations & Corona Research  
**Program Manager** Halpape

In 2008, 178 people killed in traffic crashes were unrestrained. Seat belt use in Colorado is 80.3%. The PRO has a key role in implementing the “high-visibility” aspect of three Click It or Ticket enforcement periods, including the national mobilization in May. It includes media and public relations outreach, as well as a formal evaluation to determine public awareness of the campaign and driver attitudes. This project also includes seat belt education during non-enforcement periods.

***This project addresses measures:***

- C-1.** Reduce the number of traffic fatalities
- C-2.** Reduce the number of serious injuries in traffic crashes
- C-4.** Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions
- B-1** Increase the observed seat belt use for passenger vehicles
- S-1** Conduct driver attitude and awareness survey of Highway Safety enforcement and communication activities, and self-reported driving behavior

Evaluation Measure Increase in public awareness. Number of earned media stories.  
 Funding Source 402  
 Program Area PM – Paid Advertising

**Cost Summary**

Personal Services	\$	150,000.00
Operating Expenses		
Travel		
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>150,000.00</b>
Federal Funds	\$	150,000.00
Agency Match		
<b>Total</b>	<b>\$</b>	<b>150,000.00</b>

**Task Number** 10-08-81-06  
**Program Name** Click It or Ticket & Seat belts – Paid Media  
**Contractor** Explore Communications  
**Program Manager** Halpape

In 2008, 178 people killed in traffic crashes were unrestrained. Seat belt use in Colorado is 80.3%. This project aims to raise awareness of seat belt enforcement and educate the public about the importance of buckling up through paid media during the “high-visibility” Click It or Ticket enforcement periods. This task covers costs for all media buys, including planning and implementing by the media consultant.

***This project addresses measures:***

- C-1.** Reduce the number of traffic fatalities
- C-2.** Reduce the number of serious injuries in traffic crashes
- C-4.** Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions
- B-1** Increase the observed seat belt use for passenger vehicles

**Evaluation Measure** Increase in public awareness. Maximize buy with “added value”. Gathering and analyzing Gross Rating Points.  
**Funding Source** 402  
**Program Area** PM – Paid Advertising

**Cost Summary**

Personal Services	\$	265,000.00
Operating Expenses		
Travel		
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>265,000.00</b>
Federal Funds	\$	265,000.00
Agency Match		
<b>Total</b>	<b>\$</b>	<b>265,000.00</b>

**Task Number** 10-08-81-07  
**Program Name** Click It or Ticket & Seat Belts – Hispanic  
**Contractor** TBD  
**Program Manager** Halpape

In 2008, 178 people killed in traffic crashes were unrestrained. About 26% of the victims were Hispanic. This project includes public relations and paid media to reach the Hispanic and Spanish-speaking communities in Colorado about the importance of buckling up and about Click It or Ticket seat belt enforcement. This task includes earned and paid media, planning and development of culturally relevant educational materials, grassroots community outreach, and expanding relationships with minority media, grantees and partners.

***This project addresses measures:***

- C-1.** Reduce the number of traffic fatalities
- C-2.** Reduce the number of serious injuries in traffic crashes
- C-4.** Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions
- B-1** Increase the observed seat belt use for passenger vehicles

**Evaluation Measure** Increase in public awareness. Number of earned media stories in Spanish media.  
**Funding Source** 402  
**Program Area** PM - Paid Advertising

**Cost Summary**

Personal Services	\$	60,000.00
Operating Expenses		
Travel		
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>60,000.00</b>
Federal Funds	\$	60,000.00
Agency Match		
<b>Total</b>	<b>\$</b>	<b>60,000.00</b>

**Task Number** 10-08-81-08  
**Program Name** Teen Driving and GDL Law  
**Contractor** Amelie Company  
**Program Manager** Halpape

In 2008, 52 young people, age 15 to 20 died in traffic crashes in Colorado. The state's teen driving laws are complicated and require extensive public relations and media outreach. This project uses public relations to educate teen drivers and their parents about the state's Graduated Drivers Licensing laws and other traffic safety issues impacting teens.

***This project addresses measures:***

- C-1.** Reduce the number of traffic fatalities
- C-2.** Reduce the number of serious injuries in traffic crashes
- C-4.** Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions
- C-9** Reduce the number of drivers age 20 or younger involved in fatal crashes.

Evaluation Measure Increase in public awareness. Number of earned media stories.  
 Funding Source 402  
 Program Area PM – Paid Advertising

Cost Summary	
Personal Services	\$ 75,000.00
Operating Expenses	
Travel	
Contractual Services	
Other (indirects)	
<b>Total</b>	<b>\$ 75,000.00</b>
Federal Funds	\$ 75,000.00
Agency Match	
<b>Total</b>	<b>\$ 75,000.00</b>

**Task Number** 10-08-81-09  
**Program Name** Child Passenger Safety & Tweens  
**Contractor** Amelie Company & Explore Communications  
**Program Manager** Halpape

For children of all ages, more than half of fatalities might be prevented if proper restraints were used correctly. In 2008 in Colorado, 38% of children killed in crashes ages 0-4 were unrestrained and for ages 5-15 it was 65%. This project includes a campaign to educate parents and caregivers statewide on the proper restraint use for children based on their child’s age and size. It also includes a PR and paid media campaign aimed at getting more “tweens” ages 8-12 to buckle up.

***This project addresses measures:***

- C-1.** Reduce the number of traffic fatalities
- C-2.** Reduce the number of serious injuries in traffic crashes
- C-4.** Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions

Evaluation Measure Increase in public awareness. Number of earned media stories.  
 Funding Source 402  
 Program Area PM - Paid Advertising

Cost Summary

Personal Services	\$ 100,000.00
Operating Expenses	
Travel	
Contractual Services	
Other (indirects)	
<b>Total</b>	<b>\$ 100,000.00</b>
<hr/>	
Federal Funds	\$ 100,000.00
Agency Match	
<b>Total</b>	<b>\$ 100,000.00</b>





# PROGRAM TASK DESCRIPTIONS

## 2010 SAFETY EDUCATION & ENFORCEMENT

### *Safe Communities*



## SAFE COMMUNITIES

A Safe Community is a community that promotes injury prevention activities at the local level to solve local highway and traffic safety and other injury problems. It uses a "bottom up" approach, involving local citizens in addressing key injury problems.

Safe Community programs use an integrated and comprehensive injury control system with various partners as active and essential participants in addressing community injury problems. The community has a coalition/task force that is comprehensive and community-based with representation from citizens, law enforcement, public health, medical, injury prevention, education, business, civic and service groups, public works offices, and traffic safety advocates that provides program input, direction, and involvement in the Safe Community program.

The community conducts comprehensive problem identification, conducts program assessments from a "best practices" and a prevention perspective to determine gaps in highway and traffic safety and other injury activity and implements a plan with specific strategies that addresses the problems and program deficiencies through prevention countermeasures and activities. The community then evaluates the program to determine the impact and cost benefit where possible.

The objective of the CDOT OTS Safe Communities Program is to assist communities, coalitions and stakeholders in establishing and maintaining successful injury prevention programs in their communities.

**Task Number** 10-09-91-01  
**Program Name** Evaluating Youth Diversion Programs  
**Contractor** North Metro Youth Diversion Board  
**Program Manager** Gould

Colorado has serious levels of youth alcohol and marijuana use which contribute to high rates of drug and alcohol involved motor vehicle crashes.

The contractor will conduct a formal evaluation of youth diversion programs in Adams, Boulder and Jefferson counties to determine the programs' effects on the prevention of youth drug and alcohol involved motor vehicle crashes. Assess the efficacy of the youth diversion programs in preventing substance abuse related crashes, fatalities and DUI's by analyzing the motor vehicle records from the program participants and comparing them with records from youth in similar counties without a diversion program; comparing recidivism rates of youth participants.

CDOT funds will be used to evaluate the three comparable youth diversion programs, and funds from other participating agencies will be used to examine a wider variety of youth alcohol prevention issues and will significantly leverage CDOT's contribution to this effort.

***This project addresses measures:***

**C-5.** Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above

**C-9.** Reduce the number of drivers age 20 or younger involved in fatal crashes

Evaluation Measure	Completion of the formal evaluation and development of a standard evaluation methodology for use in all three county programs.
Funding Source	402
Program Area	SA – Safe Communities

**Cost Summary**

Personal Services	\$	9,000.00
Operating Expenses	\$	2,000.00
Travel		
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>11,000.00</b>
Federal Funds	\$	11,000.00
Agency Match		
<b>Total</b>	<b>\$</b>	<b>11,000.00</b>

**Task Number** 10-09-91-02  
**Program Name** Traffic Safety Occupant Protection Education  
**Contractor** Various  
**Program Manager** Chase

The Office of Transportation Safety will offer mini grants to community coalitions and other agencies to help support traffic safety education efforts and enforcement campaigns. These campaigns include the Click It or Ticket May Mobilization. Funding will provide the coalitions with support and resources, through training and materials, to better execute and support statewide occupant protection, child passenger safety, motorcycle safety and impaired driving prevention programs.

This task will support NHTSA and OTS traffic safety campaigns including: Click It or Ticket May Mobilization, Impaired Driving National Enforcement Crackdown Labor Day, Rural and Nighttime Click It or Ticket events, and Fall Festival, among others.

***This project addresses measures:***

**C-4.** Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions

**C-5.** Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above

**C-7.** Reduce the number of motorcyclist fatalities

**B-1.** Increase the observed seat belt use for passenger vehicles

Evaluation Measure	Number of trainings provided, number of materials distributed
Funding Source	402
Program Area	SA – Safe Communities

**Cost Summary**

Personal Services	\$	30,000.00
Operating Expenses		
Travel		
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>30,000.00</b>
Federal Funds	\$	30,000.00
Agency Match		
<b>Total</b>	<b>\$</b>	<b>30,000.00</b>
<b>Local Benefit</b>	<b>\$</b>	<b>30,000.00</b>

**Task Number** 10-09-91-03  
**Program Name** Motor Vehicle Safety  
**Contractor** Pueblo City/County Health Department  
**Program Manager** Terry Huddleston

The CDOT 2009 Problem ID identified Pueblo County as having the third highest odds of crashing out of all 64 counties and licensed residents have a 4% probability of crash involvement. The Maternal Child Health (MCH) staff at PCCHD's will continue developing and implementing a social marketing campaign with the goal of reducing crash related severe injuries and fatalities in Pueblo County for teens and young adults up to age 34. Strategies include increasing knowledge about safe driving practices through education and outreach to parents, teens and youth serving agencies. Media messages will target impaired driving and occupant protection.

***This project addresses measures:***

- C-1.** Reduce the number of traffic fatalities
- C-2.** Reduce the number of serious injuries in traffic crashes
- C-4.** Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions
- B-1.** Increase the observed seat belt use for passenger vehicles

Evaluation Measure Increase in Teen/Young Adult Motor Vehicle Safety Awareness  
 Funding Source 402  
 Program Area SA – Safe Communities

**Cost Summary**

Personal Services	\$	8,000.00
Operating Expenses	\$	5,000.00
Travel		
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>13,000.00</b>
Federal Funds	\$	13,000.00
Agency Match	\$	6,652.00
<b>Total</b>	<b>\$</b>	<b>19,652.00</b>
<b>Local Benefit</b>	<b>\$</b>	<b>13,000.00</b>

**Task Number** 10-09-91-04  
**Program Name** Click It  
**Contractor** Elbert County Public Health Department  
**Program Manager** Terry Huddleston

The CDOT 2009 Problem Identification Report identified Elbert County drivers under the age of 21 years as having a 6% chance of being in a crash, the 3rd highest county in Colorado. Elbert County drivers have also been identified as having the greatest likelihood of crashing out of the 64 Colorado counties.

Elbert County's goals for this project are to increase seat belt usage by 10% as measured by local first responders, law enforcement and coroner data, increase seat belt safety awareness in the young driver population by providing learning opportunities in 3 schools, and to increase infant car seat usage by providing appropriate infant car seats to families in need.

Activities include participating in child car seat inspection/safety days, providing 5 infant car safety seats to each of 3 county fire departments, partnering with a minimum of 2 schools for a seat belt promotion campaign and providing at least 500 exposures to seat belt use messaging via brochures and incentives to Elbert County citizens.

***This project addresses measures:***

**C-9.** Reduce the number of drivers age 20 or younger involved in fatal crashes

**B-1.** Increase the observed seat belt use for passenger vehicles

Evaluation Measure Number of trainings conducted. Number of students trained.  
 Funding Source 402  
 Program Area SA – Safe Communities

**Cost Summary**

Personal Services	\$	16,140.00
Operating Expenses	\$	5,760.00
Travel	\$	3,800.00
Contractual Services	\$	4,300.00
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>30,000.00</b>
Federal Funds	\$	30,000.00
Agency Match	\$	9,625.00
<b>Total</b>	<b>\$</b>	<b>39,625.00</b>
<b>Local Benefit</b>	<b>\$</b>	<b>30,000.00</b>

**Task Number** 10-09-91-05  
**Program Name** R.I.P.E.A.T.S.  
**Contractor** Rural Communities Resource Center  
**Program Manager** Terry Huddleston

According to the 2009 Problem Identification, Yuma County had the lowest observed use of car seats/booster seats. The goals of this project are to increase the use of approved and appropriate child passenger safety seats and to reduce the fatalities and injuries in young drivers and our objectives and activities will work to achieve these goals.

Activities and costs include providing educational information at Health and Safety Fairs, extensive media campaigns with educational information dissemination focusing on young drivers and child passenger safety, providing training on occupant protection to law enforcement, child care providers, parents and community members, conducting quarterly car seat check points with fit stations and offering a GDL training for parents of students.

***This project addresses measures:***

- C-1.** Reduce the number of traffic fatalities
- C-2.** Reduce the number of serious injuries in traffic crashes
- C-4.** Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions
- C-9.** Reduce the number of drivers age 20 or younger involved in fatal crashes

Evaluation Measure Number of trainings. Number of people trained.  
 Funding Source 402  
 Program Area SA – Safe Communities

**Cost Summary**

Personal Services	\$	20,287.80
Operating Expenses	\$	7,712.20
Travel	\$	2,000.00
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>30,000.00</b>
Federal Funds	\$	30,000.00
Agency Match	\$	10,000.00
<b>Total</b>	<b>\$</b>	<b>40,000.00</b>
<b>Local Benefit</b>	<b>\$</b>	<b>30,000.00</b>

**Task Number** 10-09-91-06  
**Program Name** Training and Recognition Event  
**Contractor** Office of Transportation Safety  
**Program Manager** Chase

The Office of Transportation will convene a Traffic Safety Summit to provide leadership in the identification of state and local traffic safety issues and promote recommended strategies to address them. This will foster partnerships with the Regions, federal and state agencies, local governments and various stakeholders in the private sector to ensure the overall safety and mobility of the general public.

This event will also recognize and support law enforcement and local traffic safety coalitions, for their support of the OTS traffic safety programs.

This project addresses measures:

**C-1.** Reduce the number of traffic fatalities

**C-5.** Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above

**B-1.** Increase the observed seat belt use for passenger vehicles

Evaluation Measure	Number of new traffic safety strategies identified. Number of people trained.
Funding Source	402
Program Area	SA – Safe Communities

Cost Summary

Personal Services		
Operating Expenses		
Travel		
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>-</b>

Federal Funds	\$	-
Agency Match		
<b>Total</b>	<b>\$</b>	<b>-</b>

Local Benefit

**Task Number** 10-09-91-07  
**Program Name** Western Regional Occupant Safety Coalition (WROSC)  
**Contractor** Western RETAC  
**Program Manager** Chase

The Western Regional EMS Council, Inc. continues to endorse the multi-agency motor vehicle seat belt coalition working to increase restraint use and correct child passenger safety use in Delta, Gunnison, Hinsdale, Montrose, Ouray and San Miguel counties. The WROSC will participate in enhanced enforcement events and special events, as well as the marketing of Child Passenger Safety fit stations and the need for correct child passenger safety use. The coalition is comprised of representatives from the following agencies: Colorado State Patrol, police departments, fire protection districts, sheriff's departments, school districts, Health and Human Services, area hospitals and clinics, as well as local concerned citizens. These agencies meet monthly to coordinate events and talk about community needs.

Activities and costs include conducting GDL classes for parents of teenage drivers and law enforcement officers; participating in a Hispanic festival with either a fit station or educational booth about driving safely; providing updated workshops for Certified CPS Technicians and Instructors; a Community Trainer Workshop for certified technicians to learn how to teach the State-standardized short courses for parents, caregivers, pediatric nurses and law enforcement agencies; supporting and assisting the (bilingual) CPS fit stations located within the Region and working with local law enforcement and others to promote bicycle and motorcycle safety.

***This project addresses measures:***

**B-1.** Increase the observed seat belt use for passenger vehicles

Evaluation Measure	Number of events and trainings. Increase in observed seat belt use rate in Western Region
Funding Source	402
Program Area	SA – Safe Communities

**Cost Summary**

Personal Services	\$	26,400.00
Operating Expenses	\$	10,300.00
Travel	\$	5,398.00
Contractual Services	\$	7,902.00
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>50,000.00</b>
Federal Funds	\$	50,000.00
Agency Match	\$	10,000.00
<b>Total</b>	<b>\$</b>	<b>60,000.00</b>
<b>Local Benefit</b>	<b>\$</b>	<b>50,000.00</b>

**Task Number** 10-09-91-08  
**Program Name** Increasing Seatbelt Compliance in Western Colorado  
**Contractor** Western RETAC  
**Program Manager** Chase

Lower than average seat belt compliance rates continue to be a challenge for many counties, both urban and rural, throughout Colorado. The statewide average seat belt compliance rate for 2007 was 81.1%, and the rate ranges from 56% to 91.6%.

Based on this data, Regional Emergency Trauma Advisory Councils, encompassing 34 counties, were targeted to receive funding. The Western RETAC goal for these funds is to support the implementation of new, or enhancement of existing, occupant protection strategies in the following counties: Delta, Gunnison (71.7% - 2008 observed seatbelt usage rate), Hinsdale, Montrose (68.1% - 2008 observed seatbelt usage rate), Ouray and San Miguel.

Activities and costs may include providing educational information, media campaigns, and training on occupant protection to law enforcement, child care providers, parents and community members; conducting car seat checks, fitting stations and distributing car seats and booster seats; offering GDL training to parents, students and law enforcement; and providing Certified CPS Technician Training.

***This project addresses measures:***

- C-1.** Reduce the number of traffic fatalities
- C-2.** Reduce the number of serious injuries in traffic crashes
- C-4.** Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions
- B-1.** Increase the observed seat belt use for passenger vehicles

Evaluation Measure	Number of programs implemented
Funding Source	405
Program Area	OP – Occupant Protection

Cost Summary

Personal Services	\$	65,000.00
Operating Expenses		
Travel		
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>65,000.00</b>
Federal Funds	\$	65,000.00
Agency Match	\$	16,250.00
<b>Total</b>	<b>\$</b>	<b>81,250.00</b>

**Task Number** 10-09-91-09  
**Program Name** Increasing Seatbelt Compliance in Northwest Colorado  
**Contractor** Northwestern RETAC  
**Program Manager** Chase

Lower than average seat belt compliance rates continue to be a challenge for many counties, both urban and rural, throughout Colorado. The statewide average seat belt compliance rate for 2007 was 81.1%, and the rate ranges from 56% to 91.6%.

Based on this data, Regional Emergency Trauma Advisory Councils, encompassing 34 counties, were targeted to receive funding. The Northwestern RETAC goal for these funds is to support the implementation of new, or enhancement of existing, occupant protection strategies in the following counties: Garfield (79.6% - 2008 observed seatbelt usage rate), Mesa (74.3% - 2008 observed seatbelt usage rate), Moffat, Rio Blanco and Routt (83.9% - 2008 observed seatbelt usage rate but 43.8% of all fatalities were unrestrained).

Activities and costs may include providing educational information, media campaigns, and training on occupant protection to law enforcement, child care providers, parents and community members; conducting car seat checks, fitting stations and distributing car seats and booster seats; offering GDL training to parents, students and law enforcement; and providing Certified CPS Technician Training.

***This project addresses measures:***

- C-1.** Reduce the number of traffic fatalities
- C-2.** Reduce the number of serious injuries in traffic crashes
- C-4.** Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions
- B-1.** Increase the observed seat belt use for passenger vehicles

Evaluation Measure                      Number of programs implemented  
 Funding Source                              405  
 Program Area                                  OP – Occupant Protection

<u>Cost Summary</u>	
Personal Services	\$ 75,000.00
Operating Expenses	
Travel	
Contractual Services	
Other (indirects)	
<b>Total</b>	<b>\$ 75,000.00</b>
Federal Funds	\$ 75,000.00
Agency Match	\$ 18,750.00
<b>Total</b>	<b>\$ 93,750.00</b>

**Task Number** 10-09-91-10  
**Program Name** Increasing Seatbelt Compliance in Southwest Colorado  
**Contractor** Southwestern RETAC  
**Program Manager** Chase

Lower than average seat belt compliance rates continue to be a challenge for many counties, both urban and rural, throughout Colorado. The statewide average seat belt compliance rate for 2007 was 81.1%, and the rate ranges from 56% to 91.6%.

Based on this data, Regional Emergency Trauma Advisory Councils, encompassing 34 counties, were targeted to receive funding. The Southwestern RETAC goal for these funds is to support the implementation of new, or enhancement of existing, occupant protection strategies in the following counties: Archuleta, Dolores, La Plata, Montezuma (68.2% - 2008 observed seatbelt usage rate) and San Juan.

Activities and costs may include providing educational information, media campaigns, and training on occupant protection to law enforcement, child care providers, parents and community members; conducting car seat checks, fitting stations and distributing car seats and booster seats; offering GDL training to parents, students and law enforcement; and providing Certified CPS Technician Training.

***This project addresses measures:***

- C-1.** Reduce the number of traffic fatalities
- C-2.** Reduce the number of serious injuries in traffic crashes
- C-4.** Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions
- B-1.** Increase the observed seat belt use for passenger vehicles

Evaluation Measure	Number of programs implemented
Funding Source	405
Program Area	OP – Occupant Protection

**Cost Summary**

Personal Services	\$	75,000.00
Operating Expenses		
Travel		
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>75,000.00</b>
Federal Funds	\$	75,000.00
Agency Match	\$	18,750.00
<b>Total</b>	<b>\$</b>	<b>93,750.00</b>

**Task Number** 10-09-91-11  
**Program Name** Increasing Seatbelt Compliance in Northeast Colorado  
**Contractor** Northeastern RETAC  
**Program Manager** Chase

Lower than average seat belt compliance rates continue to be a challenge for many counties, both urban and rural, throughout Colorado. The statewide average seat belt compliance rate for 2007 was 81.1%, and the rate ranges from 56% to 91.6%.

Based on this data, Regional Emergency Trauma Advisory Councils, encompassing 34 counties, were targeted to receive funding. The Northeastern RETAC goal for these funds is to support the implementation of new, or enhancement of existing, occupant protection strategies in the following counties: Jackson, Weld (80.3% - 2008 observed seatbelt usage rate), Morgan (75.1%- 2008 observed seatbelt usage rate), Logan (65.9% - 2008 observed seatbelt usage rate), Washington, Phillips, Sedgwick (81.5% - 2008 observed seatbelt usage rate) and Yuma .

Activities and costs may include providing educational information, media campaigns, and training on occupant protection to law enforcement, child care providers, parents and community members; conducting car seat checks, fitting stations and distributing car seats and booster seats; offering GDL training to parents, students and law enforcement; and providing Certified CPS Technician Training.

***This project addresses measures:***

- C-1.** Reduce the number of traffic fatalities
- C-2.** Reduce the number of serious injuries in traffic crashes
- C-4.** Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions
- B-1.** Increase the observed seat belt use for passenger vehicles

Evaluation Measure	Number of programs implemented
Funding Source	405
Program Area	OP – Occupant Protection

**Cost Summary**

Personal Services	\$	75,000.00
Operating Expenses		
Travel		
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>75,000.00</b>
Federal Funds	\$	75,000.00
Agency Match	\$	18,750.00
<b>Total</b>	<b>\$</b>	<b>93,750.00</b>

**Task Number** 10-09-91-12  
**Program Name** Increasing Seatbelt Compliance in Southeast Colorado  
**Contractor** Southeastern RETAC  
**Program Manager** Chase

Lower than average seat belt compliance rates continue to be a challenge for many counties, both urban and rural, throughout Colorado. The statewide average seat belt compliance rate for 2007 was 81.1%, and the rate ranges from 56% to 91.6%.

Based on this data, Regional Emergency Trauma Advisory Councils, encompassing 34 counties, were targeted to receive funding. The Southeastern RETAC goal for these funds is to support the implementation of new, or enhancement of existing, occupant protection strategies in the following counties: Baca, Bent, Crowley, Kiowa, Otero, and Prowers. Within these counties there were a total of 12 fatalities in 2007 of which 5 or 41.7% were unrestrained.

Activities and costs may include providing educational information, media campaigns, and training on occupant protection to law enforcement, child care providers, parents and community members; conducting car seat checks, fitting stations and distributing car seats and booster seats; offering GDL training to parents, students and law enforcement; and providing Certified CPS Technician Training.

***This project addresses measures:***

- C-1.** Reduce the number of traffic fatalities
- C-2.** Reduce the number of serious injuries in traffic crashes
- C-4.** Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions
- B-1.** Increase the observed seat belt use for passenger vehicles

Evaluation Measure	Number of programs implemented
Funding Source	405
Program Area	OP – Occupant Protection

**Cost Summary**

Personal Services	\$	75,000.00
Operating Expenses		
Travel		
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>75,000.00</b>
Federal Funds	\$	75,000.00
Agency Match	\$	18,750.00
<b>Total</b>	<b>\$</b>	<b>93,750.00</b>

**Task Number** 10-09-91-13  
**Program Name** Increasing Seatbelt Compliance in Southern Colorado  
**Contractor** Southern RETAC  
**Program Manager** Chase

Lower than average seat belt compliance rates continue to be a challenge for many counties, both urban and rural, throughout Colorado. The statewide average seat belt compliance rate for 2007 was 81.1%, and the rate ranges from 56% to 91.6%.

Based on this data, Regional Emergency Trauma Advisory Councils, encompassing 34 counties, were targeted to receive funding. The Southern RETAC goal for these funds is to support the implementation of new, or enhancement of existing, occupant protection strategies in the following counties: Custer, Fremont, Huerfano (66.7% - 2008 observed seatbelt usage rate), Las Animas, Pueblo (76.5% - 2008 observed seatbelt usage rate).

Activities and costs may include providing educational information, media campaigns, and training on occupant protection to law enforcement, child care providers, parents and community members; conducting car seat checks, fitting stations and distributing car seats and booster seats; offering GDL training to parents, students and law enforcement; and providing Certified CPS Technician Training.

***This project addresses measures:***

- C-1.** Reduce the number of traffic fatalities
- C-2.** Reduce the number of serious injuries in traffic crashes
- C-4.** Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions
- B-1.** Increase the observed seat belt use for passenger vehicles

Evaluation Measure	Number of programs implemented
Funding Source	405
Program Area	OP – Occupant Protection

Cost Summary	
Personal Services	\$ 70,000.00
Operating Expenses	
Travel	
Contractual Services	
Other (indirects)	
<b>Total</b>	<b>\$ 70,000.00</b>
Federal Funds	\$ 70,000.00
Agency Match	\$ 17,500.00
<b>Total</b>	<b>\$ 87,500.00</b>
<b>Local Benefit</b>	<b>\$ 70,000.00</b>

**Task Number** 10-09-91-14  
**Program Name** Increasing Seatbelt Compliance in Eastern Colorado  
**Contractor** Southern RETAC  
**Program Manager** Chase

Lower than average seat belt compliance rates continue to be a challenge for many counties, both urban and rural, throughout Colorado. The statewide average seat belt compliance rate for 2007 was 81.1%, and the rate ranges from 56% to 91.6%.

Based on this data, Regional Emergency Trauma Advisory Councils, encompassing 34 counties, were targeted to receive funding. The Plains to Peaks RETAC goal for these funds is to support the implementation of new, or enhancement of existing, occupant protection strategies in the following counties: Lincoln (65.8% - 2008 observed seatbelt usage rate), Kit Carson (56.0% - 2008 observed seatbelt rate) and Cheyenne.

Activities and costs may include providing educational information, media campaigns, and training on occupant protection to law enforcement, child care providers, parents and community members; conducting car seat checks, fitting stations and distributing car seats and booster seats; offering GDL training to parents, students and law enforcement; and providing Certified CPS Technician Training.

***This project addresses measures:***

- C-1.** Reduce the number of traffic fatalities
- C-2.** Reduce the number of serious injuries in traffic crashes
- C-4.** Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions
- B-1.** Increase the observed seat belt use for passenger vehicles

Evaluation Measure	Number of programs implemented
Funding Source	405
Program Area	OP – Occupant Protection

**Cost Summary**

Personal Services	\$	70,000.00
Operating Expenses		
Travel		
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>70,000.00</b>
Federal Funds	\$	70,000.00
Agency Match	\$	17,500.00
<b>Total</b>	<b>\$</b>	<b>87,500.00</b>



# **PROGRAM TASK DESCRIPTIONS**

## **2010 SAFETY EDUCATION & ENFORCEMENT**

### *Pedestrian and Bicycle Safety*



## PEDESTRIAN AND BICYCLE SAFETY

In Colorado, pedestrian injury remains the 4th leading cause of unintentional injury-related death among children ages 5-14. The majority of pedestrian fatalities occur in urban areas, at non-intersection locations.

Bicycles are associated with more childhood injuries than any other consumer product except the automobile. Among children ages 14 and under, more than 80% of fatal bicycle-related crashes are associated with the bicyclists behavior. Among children (age 16 and younger) killed while bicycling, 53% were riding on minor roads (connecting roads and neighborhood streets). CDOT's Problem ID reports that the majority of bicycle-involved crashes occur on dry roads. Nearly 60% of bicycle injury crashes occur at intersections and almost 13% occur at urban non-intersections.

As more children are encouraged to walk and bicycle to and from schools, it is imperative to educate and inform them about both bicycle and pedestrian safety. Schools and other groups in the Denver metro area and the counties of Eagle, Lake, Park and Summit will be targeted for pedestrian safety and bicycle safety educational programs.

Efforts and activities to increase Pedestrian and Bicycle Safety include:

- Continue bicycle safety programs, including the importance of using helmets;
- Implement educational programs at schools and other locations;
- Identify locations having high numbers of bicycle and pedestrian crashes and allocate funding; and
- Increase the number of people reached through educational training classes, and the number of students targeted from 3,000 in 2004 to 5,000 in 2010.

**Task Number** 10-10-95-01  
**Program Name** Buckle Up For Love and Pedestrian Program  
**Contractor** Denver Osteopathic Foundation  
**Program Manager** Ilana Erez

Douglas (72%) and Arapahoe (73%) counties had the second and third lowest observed rates of child car seat/booster seat according to the CDOT 2009 Problem ID and nearly 30% of children ages 5-15 were improperly restrained. Pedestrian injury remains the 4th leading cause of unintentional injury-related death among children ages 5-14. The purpose of this project is to increase booster seat use, increase safe pedestrian behavior and knowledge about safety issues among Pre-K-1st grade students at selected elementary schools in the Denver metro area (Denver, Douglas & Arapahoe counties) through a combination of student and parent education and limited distribution of child safety/booster seats.

Activities and costs include conducting classroom presentations about child passenger safety and pedestrian safety; creating parent education newsletters (English/Spanish); making 125 booster seats available to families in need; and providing child passenger safety interactive programs for parents with children and at health fairs and safety events.

***This project addresses measures:***

**C-1.** Reduce the number of traffic fatalities

**C-4.** Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions

**C-10.** Reduce the number of pedestrian fatalities

Evaluation Measure Number school presentations, number students reached  
 Funding Source 402  
 Program Area PS – Pedestrian/Bicycle Safety

Cost Summary

Personal Services	\$	9,500.00
Operating Expenses	\$	21,900.00
Travel	\$	600.00
Contractual Services	\$	8,000.00
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>40,000.00</b>
Federal Funds	\$	40,000.00
Agency Match	\$	10,000.00
<b>Total</b>	<b>\$</b>	<b>50,000.00</b>
<b>Local Benefit</b>	<b>\$</b>	<b>40,000.00</b>

**Task Number** 10-10-95-02  
**Program Name** Using Your Mind To Protect Your Body  
**Contractor** ThinkFirst Vail Valley  
**Program Manager** Terry Huddleston

Motor vehicle injuries are leading cause of death and disability among children and 50% of fatalities are unrestrained. Most of these injuries and deaths could be prevented with appropriate education and training of youth and their parents to “ThinkFirst” before putting their lives at risk.

This program will conduct activities that include school presentations, highly motivating speeches, and distribution of helmets targeting teens, younger children and their parents. “ThinkFirst” for kids and teens are comprehensive injury prevention curriculums that include seatbelt usage, GDL law, bicycle and pedestrian safety and safety helmet usage.

***This project addresses measures:***

- C-2.** Reduce the number of serious injuries in traffic crashes
- C-4.** Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions
- C-9.** Reduce the number of drivers age 20 or younger involved in fatal crashes
- C-10.** Reduce the number of pedestrian fatalities

**Evaluation Measure** Number of seatbelt usage, GDL and bicycle and pedestrian safety programs presented  
**Funding Source** 402  
**Program Area** PS – Pedestrian/Bicycle Safety

**Cost Summary**

Personal Services	\$	10,000.00
Operating Expenses	\$	3,000.00
Travel	\$	1,000.00
Contractual Services	\$	1,000.00
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>15,000.00</b>
Federal Funds	\$	15,000.00
Agency Match	\$	5,000.00
<b>Total</b>	<b>\$</b>	<b>20,000.00</b>
<b>Local Benefit</b>	<b>\$</b>	<b>15,000.00</b>



# **PROGRAM TASK DESCRIPTIONS**

## **2010 SAFETY EDUCATION & ENFORCEMENT**

### *Construction and Maintenance Cone Zones*



## CONSTRUCTION AND MAINTENANCE CONE ZONES

To increase awareness and improve work zone safety, every summer beginning in June and continuing through September, the Colorado Department of Transportation teams up with the Colorado State Patrol and other local agencies to conduct the "Slow for the Cone Zone" campaign, which entails overtime enforcement on highly-visible construction projects across Colorado.

Each year, the Colorado Department of Transportation (CDOT) embarks on numerous construction projects across the state as well as numerous maintenance activities that are conducted everyday to provide a reliable transportation system.

Every construction zone comes with equipment and workers. The alignment of travel may change daily. It is critical that the motorists of Colorado highways do their part to make the cone zones safe for themselves as well as construction and maintenance workers. Safe speed limits are established in each cone zone. Law enforcement reinforces the safe speed limit.

These projects were created to improve traffic safety on Colorado roadways by decreasing fatal and injury crash rates in Construction and Maintenance Cone Zone projects through public awareness and high visibility, aggressive enforcement.

**Program Name** Maintenance Cone Zone  
**Contractor** Colorado State Patrol  
**Program Manager** Rocke

This project will improve traffic safety on Colorado Roadways by decreasing fatal and injury crash rates in Maintenance Cone Zone areas through high visibility, aggressive enforcement.

CSP will provide Troopers in the Maintenance Cone Zone areas to prevent and enforce impaired driving laws at these locations. CSP will also provide overtime hours when needed to participate at selected these locations.

***This project addresses measures:***

- C-1.** Reduce the number of traffic fatalities
- C-2.** Reduce the number of serious injuries in traffic crashes
- C-3.** Reduce the fatalities per Vehicle Miles Traveled (VMT)
- C-6.** Reduce the number of speeding-related fatalities

Evaluation Measure Reduce the number of crashes in cone zone areas.  
 Funding Source FHWA  
 Program Area Police Traffic Services

<u>Cost Summary</u>	
Personal Services	\$ -
Operating Expenses	
Travel	
Contractual Services	
Other (indirects)	
<u>Total</u>	<u>\$ -</u>
Federal Funds	\$ -
Agency Match	
<u>Total</u>	<u>\$ -</u>
<u>Local Benefit</u>	

**Program Name**                      **Construction Cone Zone**  
**Contractor**                        **TBD**  
**Program Manager**                **Rocke**

During FY 2009 the Colorado Department of Transportation will continue a statewide aggressive driving prevention work zone safety program called Construction Cone Zone Enforcement.

This program was created to improve traffic safety on Colorado roadways by decreasing fatal and injury crash rates in Construction Cone Zone projects through high visibility and aggressive enforcement.

***This project addresses measures:***

- C-1.** Reduce the number of traffic fatalities
- C-2.** Reduce the number of serious injuries in traffic crashes
- C-3.** Reduce the fatalities per Vehicle Miles Traveled (VMT)
- C-6.** Reduce the number of speeding-related fatalities

Evaluation Measure                Reduce the number of crashes in cone zone areas.  
 Funding Source                    FHWA  
 Program Area                        Work Zone Safety

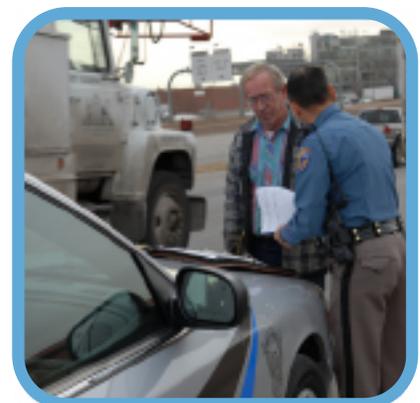
Cost Summary		
Personal Services	\$	-
Operating Expenses		
Travel		
Contractual Services		
Other (indirects)		
<b>Total</b>	<b>\$</b>	<b>-</b>
Federal Funds	\$	-
Agency Match		
<b>Total</b>	<b>\$</b>	<b>-</b>
<b>Local Benefit</b>		



# **PROGRAM TASK DESCRIPTIONS**

## **2010 SAFETY EDUCATION & ENFORCEMENT**

### *Prohibit Racial Profiling*



## PROHIBITING RACIAL PROFILING

Section 1906 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy For Users (SAFETEA-LU) established an incentive grant program to prohibit racial profiling. The purpose of the grant program is to encourage States to enact and enforce laws that prohibit the use of racial profiling in traffic law enforcement and to maintain and allow public inspection of statistical information regarding the race and ethnicity of the driver and any passengers for each motor vehicle stop in the state. Section 1906 authorizes \$7.5 million in funding each year from FY 2006 through FY 2009. Of this funding Colorado received \$1,138,965.00.

In Colorado Racial Profiling funds rolled over from FY2009 has been awarded to the Colorado State Patrol (CSP).

CSP has developed the Early Identification System (EIS) to note troopers who might be behaving outside the trends seen in their peers' behavior. The System will also help identify agency-wide trends at each level within the agency. Twenty-three other law enforcement agencies in the country are using EIS.

CSP is currently receiving funding for the following tasks:

- Collect and maintain data on traffic stops ;
- Evaluate the results of the data;
- Develop and implement programs to reduce and identify racial profiling (including law enforcement training programs);
- Undertake activities to comply with the basic requirements of the grant program;
- Undertake any activities relating to enacting and enforcing a law and collecting data on traffic stops; and
- The data will be made available to the general public.

**Task Number** 10-13-01-01  
**Program Name** Prohibit Racial Profiling  
**Contractor** Colorado State Patrol (CSP)  
**Program Manager** Rocke

The purpose of NHTSA’s Incentive Grant Program to Prohibit Racial Profiling is to “encourage States to enact and enforce laws that prohibit the use of racial profiling in traffic law enforcement and to maintain and allow public inspection of statistical information regarding the race and ethnicity of the driver and any passengers for each motor vehicle stop in the state.”

The CSP, Office of Information Technology, will be purchasing the Virtual Private Network (VPN) Software and Hardware components. The VPN components will enable CSP field troop members to securely access the Colorado Department of Public Safety’s internal network to input and report on data for the Prohibiting Racial Profiling grant project.

**Evaluation Measure** To collect information from all drivers and passengers when cited on all traffic stops and arrest to include the reason for the stop.  
**Funding Source** 1906  
**Program Area** K10 – Prohibit Racial Profiling

Cost Summary

Personal Services		
Operating Expenses		
Travel		
Contractual Services	\$	570,124.00
Other (indirects)		
<u>Total</u>	<u>\$</u>	<u>570,124.00</u>
Federal Funds	\$	570,124.00
Agency Match	\$	142,500.00
<u>Total</u>	<u>\$</u>	<u>712,624.00</u>

**Capital Equipment** Hardware and Software Components





# **CERTIFICATES AND ASSURANCES**

## STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

### Certifications and Assurances

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

**The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:**

- **National law enforcement mobilizations,**
- **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,**
- **An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,**
- **Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.**

**The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect.**

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the

comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

**The Drug-free Workplace Act of 1988 (49 CFR Part 29 Sub-part F):**

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
  1. The dangers of drug abuse in the workplace.
  2. The grantee's policy of maintaining a drug-free workplace.
  3. Any available drug counseling, rehabilitation, and employee assistance programs.
  4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
  1. Abide by the terms of the statement.
  2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
  1. Taking appropriate personnel action against such an employee, up to and including termination.
  2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

## **BUY AMERICA ACT**

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

## **POLITICAL ACTIVITY (HATCH ACT).**

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

## **CERTIFICATION REGARDING FEDERAL LOBBYING**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

### **RESTRICTION ON STATE LOBBYING**

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

### **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

#### **Instructions for Primary Certification**

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

*Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions*

- (1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:
  - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
  - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
  - (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
- (2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

### Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its

principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

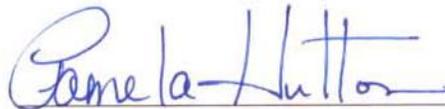
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

**ENVIRONMENTAL IMPACT**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2009-2014 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



Governor's Representative for Highway Safety

8-25-09

Date





# **NHTSA FORM 217**

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<b>NHTSA</b>								
<b>NHTSA 402</b>								
<b>Planning and Administration</b>								
	PA-2010-11-97-01	P & A	\$0.00	\$180,000.00	\$0.00	\$180,000.00	\$180,000.00	\$0.00
	<b>Planning and Administration</b>		<b>\$0.00</b>	<b>\$180,000.00</b>	<b>\$0.00</b>	<b>\$180,000.00</b>	<b>\$180,000.00</b>	<b>\$0.00</b>
<b>Motorcycle Safety</b>								
	MC-2010-07-71-01	MOTORCYCLE OPERATOR SAFETY TRAINING-MOST	\$0.00	\$639,745.00	\$0.00	\$0.00	\$0.00	\$0.00
	MC-2010-07-71-02	OPERATION SAVE A LIFE	\$0.00	\$14,320.00	\$0.00	\$30,000.00	\$30,000.00	\$0.00
	MC-2010-07-71-03	MC SAFETY EDUCATION PROGRAM	\$0.00	\$9,945.00	\$0.00	\$20,000.00	\$20,000.00	\$20,000.00
	MC-2010-07-71-04	MC RIDER SAFETY ED AND ENF PROGRAM	\$0.00	\$16,725.00	\$0.00	\$50,000.00	\$50,000.00	\$50,000.00
	MC-2010-07-71-05	MC ACCIDENT RECONSTRUCTION	\$0.00	\$0.00	\$0.00	\$20,000.00	\$20,000.00	\$20,000.00
	<b>Motorcycle Safety Total</b>		<b>\$0.00</b>	<b>\$680,735.00</b>	<b>\$0.00</b>	<b>\$120,000.00</b>	<b>\$120,000.00</b>	<b>\$90,000.00</b>
<b>Occupant Protection</b>								
	OP-2010-06-61-01	SW COLORADO OCCUPANT PROTECTION	\$0.00	\$10,000.00	\$0.00	\$50,000.00	\$50,000.00	\$50,000.00
	OP-2010-06-61-02	CHILD PASSENGER SAFETY	\$0.00	\$54,480.00	\$0.00	\$150,000.00	\$150,000.00	\$150,000.00
	OP-2010-06-61-03	TEEN MVS AND CPS	\$0.00	\$14,472.00	\$0.00	\$40,000.00	\$40,000.00	\$40,000.00
	OP-2010-06-61-04	SAFE DRIVING OUTREACH FOR HISPANICS	\$0.00	\$35,845.00	\$0.00	\$80,000.00	\$80,000.00	\$3,000.00
	OP-2010-06-61-05	AFRICAN AMERICAN OP PROGRAM	\$0.00	\$15,000.00	\$0.00	\$60,000.00	\$60,000.00	\$0.00
	OP-2010-06-61-06	TWEEN PASSENGER SAFETY	\$0.00	\$8,350.00	\$0.00	\$25,000.00	\$25,000.00	\$25,000.00
	OP-2010-06-61-07	CAR SEAT PROGRAM	\$0.00	\$3,000.00	\$0.00	\$15,000.00	\$15,000.00	\$15,000.00
	OP-2010-06-61-08	OP TECH TRANSFER	\$0.00	\$0.00	\$0.00	\$10,000.00	\$10,000.00	\$0.00
	OP-2010-06-61-09	LATINO COMMUNITY SEAT BELT	\$0.00	\$15,000.00	\$0.00	\$60,000.00	\$60,000.00	\$60,000.00
	OP-2010-06-61-10	OPERATION BUCKLE UP	\$0.00	\$5,545.00	\$0.00	\$10,000.00	\$10,000.00	\$10,000.00
	OP-2010-06-61-11	CLICK IT OR TICKET	\$0.00	\$43,000.00	\$0.00	\$215,000.00	\$215,000.00	\$215,000.00

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	OP-2010-06-61-12	OP ENFORCEMENT-LLEA	\$0.00	\$0.00	\$0.00	\$275,000.00	\$275,000.00	\$275,000.00
	OP-2010-06-61-13	SEAT BELTS 101	\$0.00	\$10,500.00	\$0.00	\$20,000.00	\$20,000.00	\$20,000.00
	OP-2010-06-61-14	OP MINI GRANTS	\$0.00	\$0.00	\$0.00	\$30,000.00	\$30,000.00	\$30,000.00
	OP-2010-06-61-15	TEEN DRIVING SAFETY INITIATIVE	\$0.00	\$8,000.00	\$0.00	\$40,000.00	\$40,000.00	\$40,000.00
	OP-2010-06-61-16	SAFE KIDS LARIMER CO CPS	\$0.00	\$20,000.00	\$0.00	\$40,000.00	\$40,000.00	\$40,000.00
	OP-2010-06-61-17	SEAT BELT SURVEY	\$0.00	\$0.00	\$0.00	\$300,000.00	\$300,000.00	\$0.00
	OP-2010-06-61-18	TEEN MOTOR VEHICLE SAFETY	\$0.00	\$14,772.00	\$0.00	\$40,000.00	\$40,000.00	\$40,000.00
	OP-2010-06-61-19	YOUNG ADULT DRIVING AWARENESS	\$0.00	\$5,000.00	\$0.00	\$25,000.00	\$25,000.00	\$25,000.00
	OP-2010-06-61-20	CPS TO THE UNDERSERVED	\$0.00	\$10,000.00	\$0.00	\$30,000.00	\$30,000.00	\$30,000.00
	OP-2010-12-98-02	OCCUPANT PROTECTION PROGRAM SUPPORT	\$0.00	\$0.00	\$0.00	\$240,000.00	\$240,000.00	\$0.00
	OP-2010-12-98-04	MEDIA PROGRAM SUPPORT-IMPAIRED DRIVING	\$0.00	\$0.00	\$0.00	\$73,000.00	\$73,000.00	\$0.00
	OP-2010-12-98-05	MEDIA PROGRAM SUPPORT-OCCUPANT PROTECTI	\$0.00	\$0.00	\$0.00	\$77,000.00	\$77,000.00	\$0.00
	<b>Occupant Protection Total</b>		<b>\$0.00</b>	<b>\$272,964.00</b>	<b>\$0.00</b>	<b>\$1,905,000.00</b>	<b>\$1,905,000.00</b>	<b>\$1,068,000.00</b>
	<i>Pedestrian/Bicycle Safety</i>							
	PS-2010-10-95-01	BUCKLE UP FOR LOVE	\$0.00	\$10,000.00	\$0.00	\$40,000.00	\$40,000.00	\$40,000.00
	PS-2010-10-95-02	USING YOUR MIND TO PROTECT BODY	\$0.00	\$5,000.00	\$0.00	\$15,000.00	\$15,000.00	\$15,000.00
	<b>Pedestrian/Bicycle Safety</b>		<b>\$0.00</b>	<b>\$15,000.00</b>	<b>\$0.00</b>	<b>\$55,000.00</b>	<b>\$55,000.00</b>	<b>\$55,000.00</b>
	<i>Traffic Records</i>							
	TR-2010-04-41-01	PROBLEM ID	\$0.00	\$0.00	\$0.00	\$99,000.00	\$99,000.00	\$0.00
	TR-2010-04-41-02	OTS ANNUAL REPORT AND PUBLICATIONS	\$0.00	\$0.00	\$0.00	\$55,000.00	\$55,000.00	\$0.00
	<b>Traffic Records Total</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$154,000.00</b>	<b>\$154,000.00</b>	<b>\$0.00</b>
	<i>Safe Communities</i>							
	SA-2010-09-91-01	EVALUATING YOUTH DIVERSION PROGRAMS	\$0.00	\$0.00	\$0.00	\$11,000.00	\$11,000.00	\$0.00
	SA-2010-09-91-02	OP EDUCATION	\$0.00	\$0.00	\$0.00	\$30,000.00	\$30,000.00	\$30,000.00

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	SA-2010-09-91-03	MOTOR VEHICLE SAFETY	\$0.00	\$6,652.00	\$0.00	\$13,000.00	\$13,000.00	\$13,000.00
	SA-2010-09-91-04	CLICK IT OR TICKET	\$0.00	\$9,625.00	\$0.00	\$30,000.00	\$30,000.00	\$30,000.00
	SA-2010-09-91-05	R.I.P.E.A.T.S.	\$0.00	\$10,000.00	\$0.00	\$30,000.00	\$30,000.00	\$30,000.00
	SA-2010-09-91-07	WR OCCUPANT SAFETY COALITION	\$0.00	\$10,000.00	\$0.00	\$50,000.00	\$50,000.00	\$50,000.00
	<b>Safe Communities Total</b>		<b>\$0.00</b>	<b>\$36,277.00</b>	<b>\$0.00</b>	<b>\$164,000.00</b>	<b>\$164,000.00</b>	<b>\$153,000.00</b>
	<i>Speed Enforcement</i>							
	SE-2010-02-21-01	FOCUSED SPEED ENFORCEMENT	\$0.00	\$26,194.00	\$0.00	\$80,000.00	\$80,000.00	\$80,000.00
	SE-2010-02-21-02	GJPD TRAFFIC ENFORCEMENT PROJECT	\$0.00	\$3,500.00	\$0.00	\$14,000.00	\$14,000.00	\$14,000.00
	SE-2010-02-21-03	THORNTON NIGHT TIME SPEED ENFORCEMENT	\$0.00	\$8,061.00	\$0.00	\$25,000.00	\$25,000.00	\$25,000.00
	<b>Speed Enforcement Total</b>		<b>\$0.00</b>	<b>\$37,755.00</b>	<b>\$0.00</b>	<b>\$119,000.00</b>	<b>\$119,000.00</b>	<b>\$119,000.00</b>
	<i>Paid Advertising</i>							
	PM-2010-08-81-05	PR EVAL CIOT AND SEAT BELT	\$0.00	\$0.00	\$0.00	\$150,000.00	\$150,000.00	\$0.00
	PM-2010-08-81-06	PAID MEDIA CIOT AND SEAT BELT	\$0.00	\$0.00	\$0.00	\$265,000.00	\$265,000.00	\$0.00
	PM-2010-08-81-07	MINORITY & PD MEDIA CIOT AND SEAT BELT	\$0.00	\$0.00	\$0.00	\$60,000.00	\$60,000.00	\$0.00
	PM-2010-08-81-08	TEEN DRIVING & GDL LAW	\$0.00	\$0.00	\$0.00	\$75,000.00	\$75,000.00	\$0.00
	PM-2010-08-81-09	SAFETY/ TWEEN SEAT BELT	\$0.00	\$0.00	\$0.00	\$100,000.00	\$100,000.00	\$0.00
	<b>Paid Advertising Total</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$650,000.00</b>	<b>\$650,000.00</b>	<b>\$0.00</b>
	<b>NHTSA 402 Total</b>		<b>\$0.00</b>	<b>\$1,222,731.00</b>	<b>\$0.00</b>	<b>\$3,347,000.00</b>	<b>\$3,347,000.00</b>	<b>\$1,485,000.00</b>
	<i>405 OP SAFETEA-LU</i>							
	K2-2010-09-91-08	INCREASING SEATBELT COMPLIANCE	\$0.00	\$16,250.00	\$0.00	\$65,000.00	\$65,000.00	\$0.00
	K2-2010-09-91-09	INCREASING SEATBELT COMPLIANCE	\$0.00	\$18,750.00	\$0.00	\$75,000.00	\$75,000.00	\$0.00
	K2-2010-09-91-10	INCREASING SEATBELT COMPLIANCE	\$0.00	\$18,750.00	\$0.00	\$75,000.00	\$75,000.00	\$0.00
	K2-2010-09-91-11	INCREASING SEATBELT COMPLIANCE	\$0.00	\$18,750.00	\$0.00	\$75,000.00	\$75,000.00	\$0.00
	K2-2010-09-91-12	INCREASING SEATBELT COMPLIANCE	\$0.00	\$18,750.00	\$0.00	\$75,000.00	\$75,000.00	\$0.00

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	K2-2010-09-91-13	INCREASING SEATBELT COMPLIANCE	\$0.00	\$17,500.00	\$0.00	\$70,000.00	\$70,000.00	\$0.00
	K2-2010-09-91-14	INCREASING SEATBELT COMPLIANCE	\$0.00	\$17,500.00	\$0.00	\$70,000.00	\$70,000.00	\$0.00
	<b>405 Occupant Protection</b>		<b>\$0.00</b>	<b>\$126,250.00</b>	<b>\$0.00</b>	<b>\$505,000.00</b>	<b>\$505,000.00</b>	<b>\$0.00</b>
	<b>405 OP SAFETEA-LU Total</b>		<b>\$0.00</b>	<b>\$126,250.00</b>	<b>\$0.00</b>	<b>\$505,000.00</b>	<b>\$505,000.00</b>	<b>\$0.00</b>
	<b>408 Data Program SAFETEA-LU</b>							
	K9-2010-04-41-03	EMS AND TRAUMA REGISTRY DATA	\$0.00	\$35,804.00	\$0.00	\$99,564.00	\$99,564.00	\$0.00
	K9-2010-04-41-04	TRAFFIC RECORD SYSTEM ENHANCMENTS	\$0.00	\$10,000.00	\$0.00	\$60,000.00	\$60,000.00	\$0.00
	K9-2010-04-41-05	2006 TRAFFIC RECORDS ENHANCEMENTS-TEMPS	\$0.00	\$40,000.00	\$0.00	\$200,000.00	\$200,000.00	\$0.00
	K9-2010-04-41-06	2010 TRAFFIC RECORDS ASSESSMENT	\$0.00	\$0.00	\$0.00	\$30,000.00	\$30,000.00	\$0.00
	K9-2010-04-41-07	TRAFFIC RECORDS TECH TRANSFER	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$0.00
	K9-2010-12-98-03	TRAFFIC RECORDS PROGRAM SUPPORT	\$0.00	\$16,000.00	\$0.00	\$110,000.00	\$110,000.00	\$0.00
	<b>408 Data Program Incentive</b>		<b>\$0.00</b>	<b>\$101,804.00</b>	<b>\$0.00</b>	<b>\$504,564.00</b>	<b>\$504,564.00</b>	<b>\$0.00</b>
	<b>408 Data Program SAFETEA-</b>		<b>\$0.00</b>	<b>\$101,804.00</b>	<b>\$0.00</b>	<b>\$504,564.00</b>	<b>\$504,564.00</b>	<b>\$0.00</b>
	<b>410 Alcohol SAFETEA-LU</b>							
	K8-2010-01-11-10	ID TECH TRANSFER	\$0.00	\$0.00	\$0.00	\$10,000.00	\$10,000.00	\$0.00
	K8-2010-01-11-01	DUI ENFORCEMENT TRAINING	\$0.00	\$0.00	\$0.00	\$50,000.00	\$50,000.00	\$0.00
	K8-2010-01-11-02	IMPAIRED CRASH REDUCTION	\$0.00	\$7,420.00	\$0.00	\$20,000.00	\$20,000.00	\$0.00
	K8-2010-01-11-03	SUPPORT FOR DUI COURTS	\$0.00	\$62,500.00	\$0.00	\$250,000.00	\$250,000.00	\$0.00
	K8-2010-01-11-04	TRAFFIC SAFETY RESOURCE PROSECUTOR	\$0.00	\$25,000.00	\$0.00	\$100,000.00	\$100,000.00	\$0.00
	K8-2010-01-11-05	DUI/ DUID ENFORCEMENT VEHICLE	\$0.00	\$53,832.00	\$0.00	\$162,000.00	\$162,000.00	\$0.00
	K8-2010-01-11-06	UNDERAGE DRINKING PREVENTION	\$0.00	\$42,336.00	\$0.00	\$86,000.00	\$86,000.00	\$0.00
	K8-2010-01-11-07	DRE TRAINING	\$0.00	\$0.00	\$0.00	\$50,000.00	\$50,000.00	\$0.00
	K8-2010-01-11-08	DRE TECH TRANSFER	\$0.00	\$0.00	\$0.00	\$20,000.00	\$20,000.00	\$0.00
	K8-2010-01-11-09	IMPAIRED DRIVING OVERTIME ENFORCEMENT	\$0.00	\$68,750.00	\$0.00	\$275,000.00	\$275,000.00	\$0.00

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	K8-2010-01-11-11	DUI CHECKPOINT COLORADO	\$0.00	\$0.00	\$0.00	\$270,000.00	\$270,000.00	\$0.00
	K8-2010-01-11-12	LEAF-DUI ENFORCEMENT	\$0.00	\$879,073.00	\$0.00	\$0.00	\$0.00	\$0.00
	K8-2010-01-11-13	LEC	\$0.00	\$20,000.00	\$0.00	\$80,000.00	\$80,000.00	\$0.00
	K8-2010-01-11-14	ENHANCING TRAFFIC SAFETY	\$0.00	\$8,300.00	\$0.00	\$33,200.00	\$33,200.00	\$0.00
	K8-2010-01-11-15	SMART ROADS	\$0.00	\$10,000.00	\$0.00	\$40,000.00	\$40,000.00	\$0.00
	K8-2010-01-11-16	COLLEGE AND UNIVERSITY ID PREVENTION	\$0.00	\$15,000.00	\$0.00	\$60,000.00	\$60,000.00	\$0.00
	K8-2010-01-11-17	HIGH VISIBILITY DRUNK DRIVING ENFORCEMEN	\$0.00	\$1,000,000.00	\$0.00	\$0.00	\$0.00	\$0.00
	K8-2010-12-98-01	IMPAIRED DRIVING PROGRAM SUPPORT	\$0.00	\$0.00	\$0.00	\$180,000.00	\$180,000.00	\$0.00
	<b>410 Alcohol SAFETEA-LU</b>		<b>\$0.00</b>	<b>\$2,192,211.00</b>	<b>\$0.00</b>	<b>\$1,686,200.00</b>	<b>\$1,686,200.00</b>	<b>\$0.00</b>
	<i>410 Alcohol SAFETEA-LU Paid Media</i>							
	K8PM-2010-08-81-01	HIGH VIS DUI ENFORCE PR/ EVAL	\$0.00	\$0.00	\$0.00	\$325,000.00	\$325,000.00	\$0.00
	K8PM-2010-08-81-02	HIGH VIS DUI ENFORCE PD MEDIA	\$0.00	\$0.00	\$0.00	\$250,000.00	\$250,000.00	\$0.00
	K8PM-2010-08-81-03	HIGH VISI DUI ENFORCE - LATINO	\$0.00	\$0.00	\$0.00	\$75,000.00	\$75,000.00	\$0.00
	<b>410 Alcohol SAFETEA-LU Paid</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$650,000.00</b>	<b>\$650,000.00</b>	<b>\$0.00</b>
	<b>410 Alcohol SAFETEA-LU</b>		<b>\$0.00</b>	<b>\$2,192,211.00</b>	<b>\$0.00</b>	<b>\$2,336,200.00</b>	<b>\$2,336,200.00</b>	<b>\$0.00</b>
	<i>2010 Motorcycle Safety</i>							
	K6-2010-08-81-04	MOTORCYCLE SAFETY-2010 FUNDS	\$0.00	\$0.00	\$0.00	\$101,000.00	\$101,000.00	\$0.00
	<b>2010 Motorcycle Safety</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$101,000.00</b>	<b>\$101,000.00</b>	<b>\$0.00</b>
	<b>2010 Motorcycle Safety Total</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$101,000.00</b>	<b>\$101,000.00</b>	<b>\$0.00</b>
	<i>1906 Prohibit Racial Profiling</i>							
	K10-2010-13-01-01	PROHIBIT RACIAL PROFILING	\$0.00	\$142,500.00	\$0.00	\$570,124.00	\$570,124.00	\$0.00
	<b>1906 Prohibit Racial Profiling</b>		<b>\$0.00</b>	<b>\$142,500.00</b>	<b>\$0.00</b>	<b>\$570,124.00</b>	<b>\$570,124.00</b>	<b>\$0.00</b>
	<b>NHTSA Total</b>		<b>\$0.00</b>	<b>\$3,769,496.00</b>	<b>\$0.00</b>	<b>\$7,363,888.00</b>	<b>\$7,363,888.00</b>	<b>\$1,485,000.00</b>
	<b>Total</b>		<b>\$0.00</b>	<b>\$3,769,496.00</b>	<b>\$0.00</b>	<b>\$7,363,888.00</b>	<b>\$7,363,888.00</b>	<b>\$1,485,000.00</b>



FOR MORE INFORMATION, PLEASE CONTACT:

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# PEOPLE AND PROGRAMS WORKING TO SAVE LIVES

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**COLORADO DEPARTMENT OF TRANSPORTATION**