

COLORADO INTEGRATED SAFETY PLAN

2011 – 2014

Colorado Department of Transportation

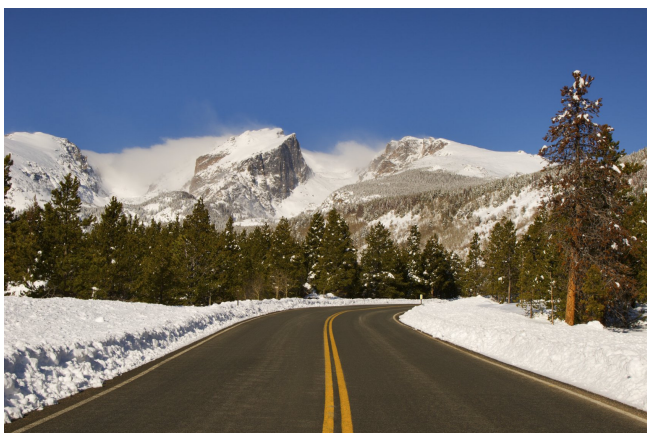


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COLORADO INTEGRATED SAFETY PLAN 2011-2014

MISSION STATEMENT:

Reduce the incidence and severity of motor vehicle crashes and the associated human and economic loss.



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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, traffic safety legislative enhancements, 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 (OTS) 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 2011-2014." 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, 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.

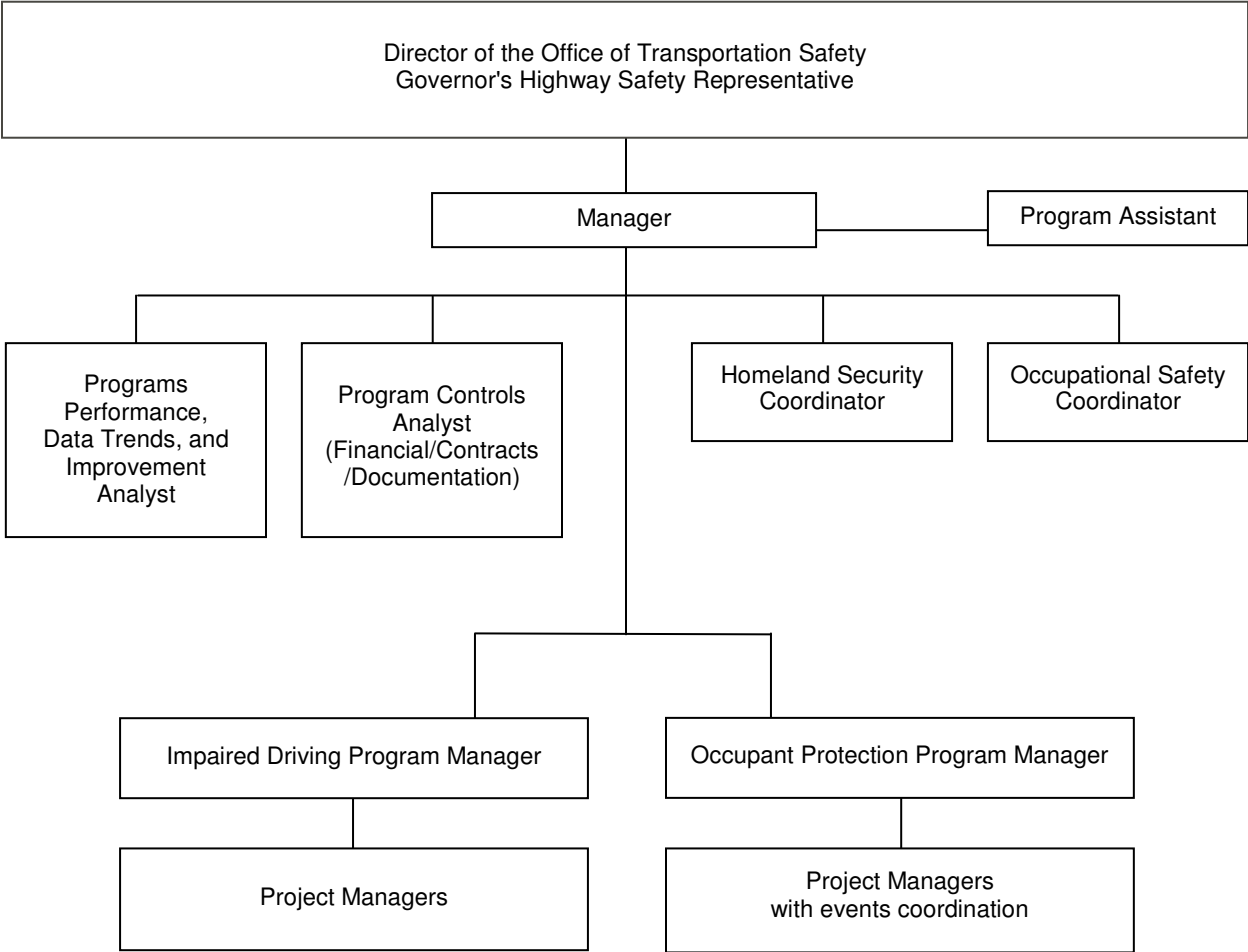
I would like to thank the individuals both inside and outside CDOT who helped contribute to this report and the selection of projects. It is through this collaboration and the development of innovative safety programs that we will reduce future roadway deaths and injuries in Colorado.



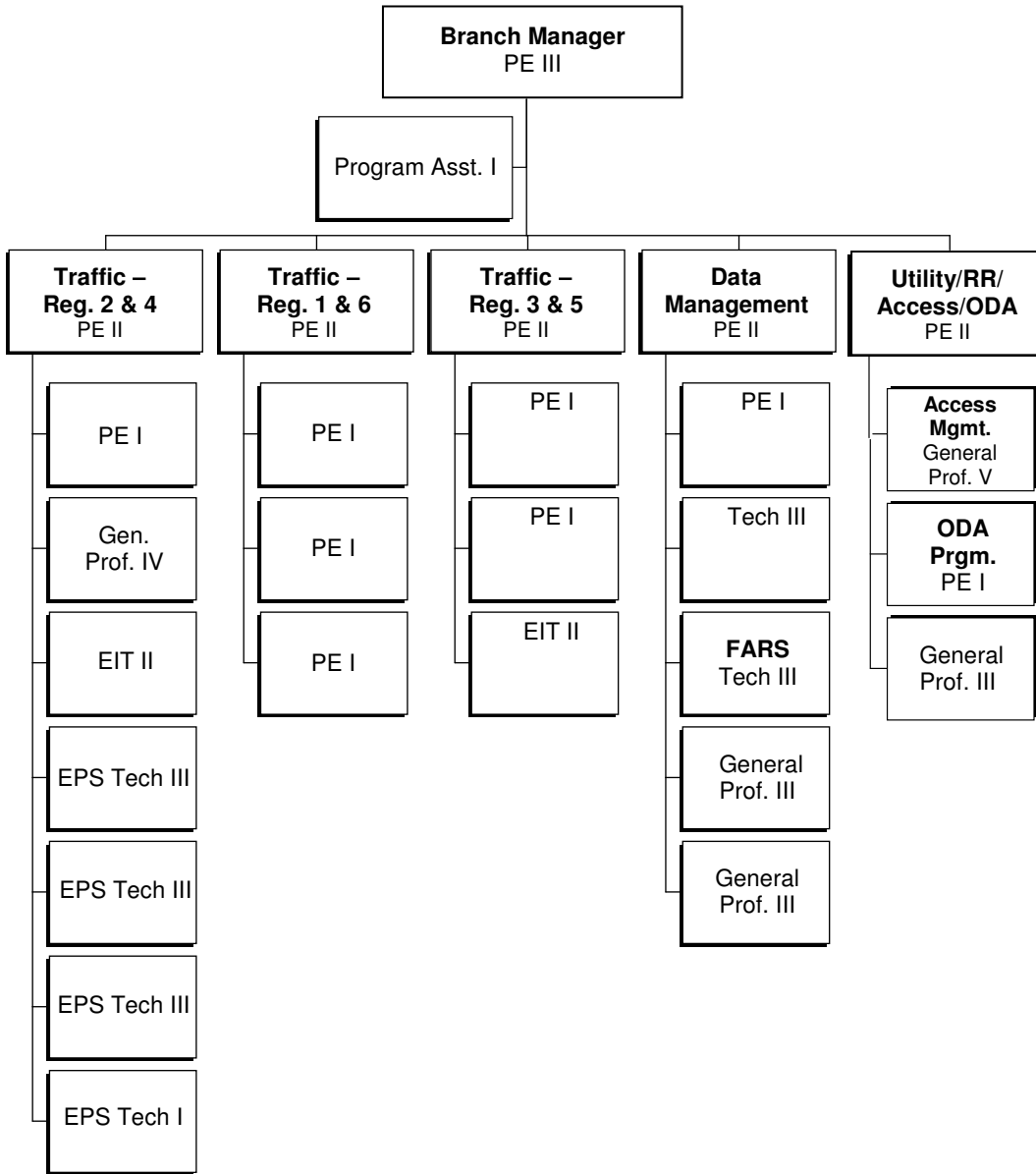
Pamela Hutton, P.E.
OTS Director
Governor's Highway Safety Representative

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ORGANIZATIONAL CHART: OFFICE OF TRANSPORTATION SAFETY



ORGANIZATIONAL CHART: TRAFFIC ENGINEERING BRANCH



Introduction



The 2011-2014 Integrated Safety Plan (ISP) is based on a foundation of traffic safety strategies that are proven to reduce the number and severity of traffic crashes in Colorado. 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 involve joint efforts and cooperative programs at all

levels of government and between the public and private sectors.

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 assure a comprehensive approach to mitigating Colorado's 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:

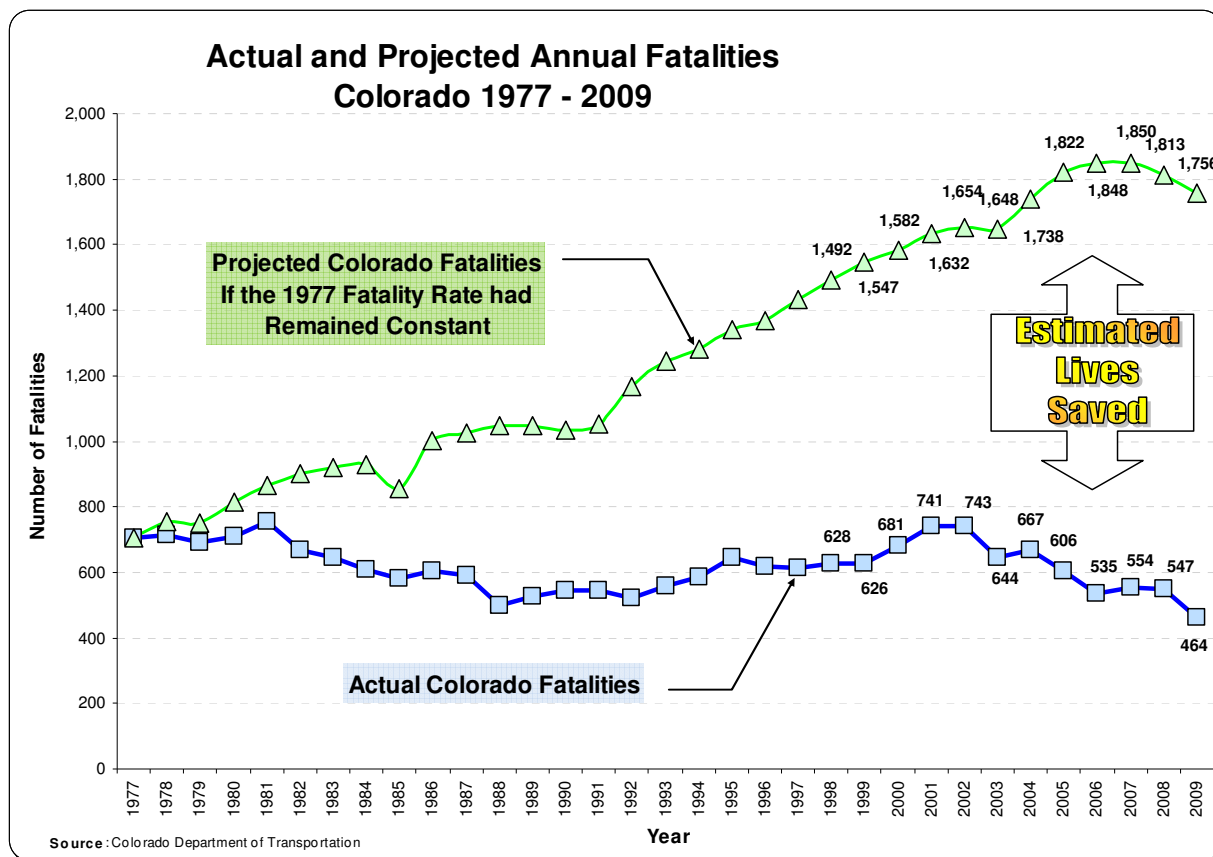
- **Reduce the fatalities per Vehicle Miles Traveled (VMT).** In 2008, total fatalities per VMT were 1.15;
- **Increase the observed seat belt use for passenger vehicles.** In 2008, this rate was 81.7%;
- **Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above.** In 2008, 173 fatalities resulted from crashes involving a driver or motorcycle operator with a BAC of .08 or above;
- **Reduce the number of motorcyclist fatalities.** In 2008, there were 98 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

Actual Annual Fatalities and Projected Annual Fatalities - Colorado 1977 - 2009



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 2008, the rate declined to 1.15, based on the 2008 VMT. By comparison, if the 1977 fatality rate had remained unchanged and accounting for population and VMT growth, an estimated 1,813 persons would have died in 2008 compared to the actual number of 548. 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 seatbelts, 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.

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

- A-1. Number of seat belt citations issued during grant-funded enforcement activities (grant activity reporting)**
Average number of seat belt citations written from 2006-2008: 16,808
- A-2. Number of impaired driving arrests made during grant-funded enforcement activities (grant activity reporting)**
Average number of impaired driving arrests from 2006-2008: 5,055
- A-3. Number of speeding citations issued during grant-funded enforcement activities (grant activity reporting)**
Average number of speeding citations written from 2006-2008: 14,053
- B-1. Increase the observed seat belt use for passenger vehicles**
Observed seat belt rate for passenger vehicles in 2008: 81.7%
Goal: Increase the observed seat belt use for passenger vehicles by 1% in 2011
- C-1. Reduce the number of traffic fatalities**
Average number of traffic fatalities from 2006-2008: 546
Goal: Reduce the number of traffic fatalities by 3% in 2011
- C-2. Reduce the number of serious injuries in traffic crashes**
Average number of serious injuries in traffic crashes from 2006-2008: 3,790
Goal: Reduce the number of serious injuries in traffic crashes by 3% in 2011
- C-3. Reduce the fatalities per Vehicle Miles Traveled (VMT)**
Average total fatalities per Vehicle Miles Traveled (VMT) from 2006-2008: 1.13
Average urban fatalities per Vehicle Miles Traveled (VMT) from 2006-2008: .73
Average rural fatalities per Vehicle Miles Traveled (VMT) from 2006-2008: 1.96
Goal: Reduce the fatalities per VMT by 3% in 2011
- C-4. Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions**
Average number of unrestrained passenger vehicle occupant fatalities from 2006-2008: 197
Goal: Reduce the number of unrestrained passenger vehicle occupant fatalities by 3% in 2011.
- 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 2006-2008: 173
Goal: Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above by 3% in 2011
- C-6. Reduce the number of speeding-related fatalities**
Average number of speeding-related fatalities from 2006-2008: 205
Goal: Maintain the average number of speeding-related fatalities in 2011

- C-7. Reduce the number of motorcyclist fatalities**
Average number of motorcyclist fatalities from 2006-2008: 87
Goal: Maintain the average number of motorcyclist fatalities in 2011
- C-8. Reduce the number of unhelmeted motorcyclist fatalities**
Average number of unhelmeted motorcyclist fatalities in 2008: 62
Goal: Reduce the number of unhelmeted motorcyclist fatalities by 3% in 2011
- 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 2006- 2008: 91
Goal: Reduce the number of drivers age 20 or younger involved in fatal crashes by 3% in 2011
- C-10. Reduce the number of pedestrian fatalities**
Average number of pedestrian fatalities from 2006-2008: 54
Goal: Reduce the number of pedestrian fatalities by 3% in 2011
- S-1. Conduct driver attitude and awareness survey of Highway Safety enforcement and communication activities, and self-reported driving behavior**
Survey to be completed after the 2011 "Click It or Ticket" May Mobilization
Goal: Increase awareness of Highway Safety enforcement and communication activities and self-reported driving behavior by 3% in 2011.

Important Notes regarding the 2009-2010 driver attitude and awareness surveys:

1. All of the impaired driving and seat belt questions have been asked over a period of years with slightly different wording than the NHTSA wording. CDOT received permission to retain previous wording for longitudinal research reasons. The CDOT question wording is presented below each NHTSA question.
2. Data results for Impaired Driving show results from the 2009 pre- and post-program surveys. The 2010 post-program survey will be completed in September 2010, and the 2010 pre-program survey results (from March 2010) will be calculated along with the post-program results as a cost-savings measure and so have not yet been calculated. Results will be presented in the 2010 Annual Report.
3. Data results for Seat Belt show results from the 2010 pre- and post-campaign surveys, conducted in March of 2010 and June of 2010, respectively.
4. Data results for Speeding show only the baseline results gathered in the June 2010 survey. CDOT received permission to slightly modify the Speed related questions.. The CDOT question wording is presented below each NHTSA question.
5. CDOT has been gathering data on the impaired driving and seat belt questions for several years, but has not examined longitudinal trends, instead concentrating on annual progress between pre-program and post-program studies. While it is possible to prepare a longitudinal analysis, that has not been done to date for budget reasons.

Impaired Driving

A-1: In the past 30-60 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages? _____ (number of times)

Note: This question has not been asked by CDOT in previous surveys. It was asked in the 2010 pre-program survey, which has not yet been tabulated and results will be presented in the 2010 Annual Report.

A-2: In the past 30-60 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police Yes _____ No _____

CDOT question version:

In the past 30 days, have you seen or heard anything about police setting up increased enforcement or DUI checkpoints to catch drivers who were driving while under the influence of alcohol or driving drunk?

| | March 2009 | September 2009 |
|---------------|-------------------|-----------------------|
| 1) Yes | 56% | 55% |
| 2) No | 40% | 42% |
| 3) Don't know | 4% | 3% |
| 4) Refused | 0% | 0% |

A-3: What do you think the chances are of someone getting arrested if they drive after drinking? _____ Always _____ Most of the time _____ Half the time _____ Rarely _____ Never _____ (if applicable indicate prior results and date _____)

CDOT question version:

Suppose you drove a motor vehicle after drinking alcohol and the amount of alcohol in your body was more than what the law allows for drivers. How likely is it that the police would stop you?

| | March 2009 | September 2009 |
|----------------------|-------------------|-----------------------|
| 1) Very likely | 26% | 23% |
| 2) Somewhat likely | 28% | 30% |
| 3) Somewhat unlikely | 19% | 18% |
| 4) Very unlikely | 10% | 14% |
| 5) Don't know | 16% | 13% |
| 6) Refused | 1% | 2% |

Seat Belt Use

B-1: How often do you use seat belts when you drive or ride in a car, van, sport utility vehicle or pick up? ___ Always ___ Most of the time ___ Half the time ___ Rarely ___ Never

CDOT question version:

When driving this vehicle, how often do you wear your seat belt?

| | March 2010 | June 2010 |
|-----------------------------|-------------------|------------------|
| 1) All of the time | 86% | 85% |
| 2) Most of the time | 8% | 10% |
| 3) Some of the time | 3% | 3% |
| 4) Rarely | 2% | 1% |
| 5) Never | 1% | 1% |
| 6) Don't know [DO NOT READ] | 0% | 0% |
| 7) Refused [DO NOT READ] | 0% | 0% |

B-2: In the past 30-60 days, have you read, seen or heard anything about seat belt enforcement by the police ___ Yes ___ No

CDOT question version:

In the past 30 days, have you seen or heard of any special effort by police to ticket drivers in your community for seat belt violations?

| | March 2010 | June 2010 |
|---------------|-------------------|------------------|
| 1) Yes | 13% | 29% |
| 2) No | 83% | 67% |
| 3) Don't know | 4% | 4% |
| 4) Refused | 0% | 0% |

B-3: What do you think the chances are of getting a ticket if you don't wear your safety belt? ___ Always ___ Most of the time ___ Half the time ___ Rarely ___ Never

CDOT question version:

Assume that you do NOT use your seat belt AT ALL while driving over the next six months. How likely do you think you will be to receive a ticket for not wearing a seat belt?

| | March 2010 | June 2010 |
|----------------------|-------------------|------------------|
| 1) Very likely | 19% | 24% |
| 2) Somewhat likely | 25% | 24% |
| 3) Somewhat unlikely | 23% | 18% |
| 4) Very unlikely | 26% | 21% |
| 5) Don't know | 7% | 13% |
| 6) Refused | 1% | 0% |

Speeding

S-1a: On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph? _____ Always _____ Most of the time _____ Half the time _____ Rarely _____ Never

CDOT question version:
No Change

| | June 2010 |
|-----------------------------|------------------|
| 1) All of the time | 3% |
| 2) Most of the time | 8% |
| 3) Some of the time | 33% |
| 4) Rarely | 37% |
| 5) Never | 20% |
| 6) Don't know [DO NOT READ] | 0% |
| 7) Refused [DO NOT READ] | 0% |

S-1b: On a road with a speed limit of 65 mph, how often do you drive faster than 70 mph? _____ Always _____ Most of the time _____ Half the time _____ Rarely _____

CDOT question version:
No Change

| | June 2010 |
|-----------------------------|------------------|
| 1) All of the time | 2% |
| 2) Most of the time | 6% |
| 3) Some of the time | 17% |
| 4) Rarely | 41% |
| 5) Never | 34% |
| 6) Don't know [DO NOT READ] | 0% |
| 7) Refused [DO NOT READ] | 0% |

S-2: DMV-S15: In the past 30-60 days, have you read, seen or heard anything about speed enforcement by police? _____ Yes _____ No

CDOT question version:
In the past 30 days, have you read, seen or heard anything about speed enforcement by police?

| | June 2010 |
|---------------|------------------|
| 1) Yes | 37% |
| 2) No | 62% |
| 3) Don't know | 0% |
| 4) Refused | 0% |

S-3: What do you think the chances are of getting a ticket if you drive over the speed limit? _____ Always _____ Most of the time _____ Half the time _____ Rarely _____ Never

CDOT question version:

Suppose you drove you motor vehicle 5mph over the speed limit for the next 6 months. How likely is it that the police would stop you?

| | June 2010 |
|----------------------|------------------|
| 1) Very likely | 13% |
| 2) Somewhat likely | 24% |
| 3) Somewhat unlikely | 29% |
| 4) Very unlikely | 26% |
| 5) Don't know | 8% |
| 6) Refused | 0% |

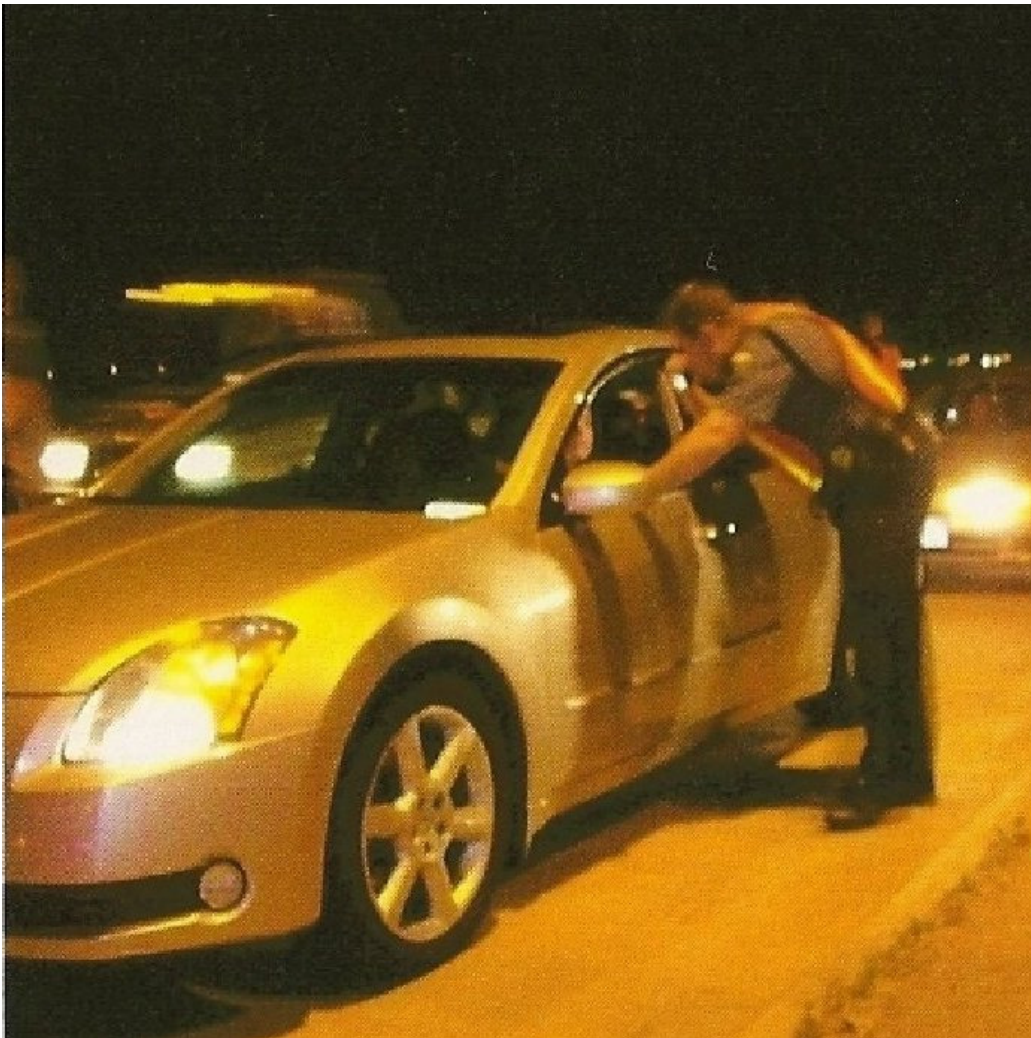
EVALUATION MEASURES

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 by increasing the percent of transport agencies reporting to the state EMS database to 90% by January 2012.
2. Increase the percent of patient care report records submitted to the state EMS database within 90 days of the event to 90% by January 2012.
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

FY 2011 - 2014



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 | OP | Alcohol Incentive | Information System Improvements | FARS | Motorcycle Safety | State Match (Safety) | FHWA Flex Funds | Cone Zone | MOST & HVE Impaired Driving | Total |
|---|----------------------------------|----------------|-----------------|--------------------------|-------------|-------------------------|-------------------------|----------------------------|--------------|-------------------|---------------------------------|------|-------------------|----------------------|-----------------|-----------|-----------------------------|-----------------|
| Title 23 USC Funding Source | | LS40/LS50 | LS20/LS30/154HE | (HAA402) | (HAA0000) | (Sec 157 _a) | (Sec 157 _b) | (Sec 402) | (Sec 405) | (Sec 410) | (Sec 408) | | (Sec 2010) | (State) | (FHWA) | (State) | (State) | |
| FY2011 Fed/State/Local (Un-Matched Funds) | | \$ 1,956,358 | \$ 13,100,236 | \$ 1,443,808 | \$ 68,306 | | | \$ 4,426,228 | \$ 645,000 | \$ 2,177,000 | \$ 216,012 | \$ - | \$ 101,000 | \$ 180,000 | \$ - | \$ - | \$ 3,222,000 | \$ 27,535,948 |
| Transportation Commission Safety Funds | \$ 77,322,487 | | | | | | | | | | | | | | | | | \$ 77,322,487 |
| Transferred to Regions for MLOS Signing and Striping | \$ (65,563,000) | | | | | | | | | | | | | | | | | \$ (65,563,000) |
| Estimated Carryover/Savings | \$ 124,186 | \$ 1,956,886 | \$ 7,329,829 | \$ 855,562 | | | | | | | | | | | | | | \$ 10,266,463 |
| Sub-Total | \$ 11,883,673 | \$ 3,913,244 | \$ 20,430,065 | \$ 2,299,370 | \$ 68,306 | \$ - | \$ - | \$ 4,426,228 | \$ 645,000 | \$ 2,177,000 | \$ 216,012 | \$ - | \$ 101,000 | \$ 180,000 | \$ - | \$ - | \$ 3,222,000 | \$ 49,561,898 |
| Rockfall (RFM) | \$ (4,174,164) | | | | | | | | | | | | | | | | | \$ (4,174,164) |
| Hazard Elimination (HAZ/HRR) | | | \$ (20,430,065) | \$ (2,082,847) | \$ (68,306) | | | | | | | | | | | | | \$ (22,581,218) |
| Rail Crossings (RAG/RGS) | | \$ (3,913,244) | | \$ (190,709) | | | | | | | | | | | | | | \$ (4,103,953) |
| Hot Spots (HOT) | \$ (1,573,578) | | | | | | | | | | | | | | | | | \$ (1,573,578) |
| Traffic Signals (SGN) | \$ (1,069,422) | | | | | | | | | | | | | | | | | \$ (1,069,422) |
| Safety Needs/Resurfacing (SAE) | \$ (4,942,323) | | | | | | | | | | | | | | | | | \$ (4,942,323) |
| Engineering Safety (SAF) | \$ (124,186) | | | \$ (25,814) | | | | | | | | | | | | | | \$ (150,000) |
| Sub-Total | (11,883,673) | (3,913,244) | (20,430,065) | (2,299,370) | (68,306) | - | - | - | - | - | - | - | - | - | - | - | - | (38,594,658) |
| Planning, Administration, and Operations (Traffic Analysis) | | | | | | | | \$ (570,000) | | \$ (220,000) | \$ (120,000) | | \$ (180,000) | | | | | \$ (1,090,000) |
| Sub-Total | - | - | - | - | - | - | - | (570,000) | - | (220,000) | (120,000) | - | (180,000) | - | - | - | - | (1,090,000) |
| Traffic Records | | | | | | | | \$ (110,000) | | | \$ (96,012) | | | | | | | \$ (206,012) |
| Sub-Total | - | - | - | - | - | - | - | (110,000) | - | - | (96,012) | - | - | - | - | - | - | (206,012) |
| Impaired Driving | | | | | | | | \$ (620,000) | | \$ (1,307,000) | | | | | | | \$ (2,522,000) | \$ (4,449,000) |
| Speed Enforcement | | | | | | | | \$ (158,000) | | | | | | | | | | \$ (158,000) |
| Occupant Protection | | | | | | | | \$ (1,236,493) | \$ (550,000) | | | | | | | | | \$ (1,786,493) |
| Motorcycle Safety | | | | | | | | \$ (99,500) | | | | | | | | | \$ (700,000) | \$ (799,500) |
| Cone Zone | | | | | | | | | | | | | | | | | | \$ - |
| Public Information and Education | | | | | | | | \$ (900,000) | | \$ (650,000) | | | \$ (101,000) | | | | | \$ (1,651,000) |
| Safe Communities | | | | | | | | \$ (662,000) | \$ (95,000) | | | | | | | | | \$ (757,000) |
| Bicycle/Pedestrian Safety | | | | | | | | \$ (70,235) | | | | | | | | | | \$ (70,235) |
| Roadway Safety Traffic Engineering | | | | | | | | | | | | | | | | | | \$ - |
| Sub-Total | - | - | - | - | - | - | - | (3,746,228) | (645,000) | (1,957,000) | - | - | (101,000) | - | - | - | (3,222,000) | (9,671,228) |
| Balance | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

| FY2011 Program | | Region | Description | Transportation Commission Safety | Railroad Grade Separation | Railroad At-Grade | High Risk Rural Roads | Hazard Elimination | Sanction | State Highway | Local Match ³ | Total |
|--------------------------|---|--------|--|----------------------------------|---------------------------|-------------------|-----------------------|--------------------|--------------|---------------|--------------------------|----------------|
| Title 23 USC Fund Source | | | | | LS40 | LS50 | LS20 | LS30 | 154HE | (402) | | |
| Safety Pool Source | | | | RFM/SAE/SAF | RGS | RAG | HRR | HAZ | HAZ/HRR | Match | | |
| Rockfall (RFM) | | All | Annual Rockfall Program (Administered by HQ Materials Lab) | \$ (4,174,164) | | | | | | | | \$ (4,174,164) |
| 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 | | SH83A 39.81-41.21 Signing, Rumble Strips, Shoulder Widening, and Safety edge | | | | | \$ (166,500) | | \$ (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 | | | | | \$ (90,900) | | \$ (10,100) | | \$ (101,000) |
| | 1 | | SH 85B 185.71- 200.11 Atrium to Biakeland Dr Signal Interconnect and VMS | | | | | \$ (355,751) | \$ (749,687) | \$ (39,531) | | \$ (1,145,000) |
| | 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 | | | | | \$ (1,530,000) | | \$ (170,000) | | \$ (1,700,000) |
| | 2 | | SH25A 124-127 Wild Animal Culvert Crossing and Other Mitigation Measures | | | | | \$ (810,000) | | \$ (90,000) | | \$ (900,000) |
| | 2 | | SH45/96 Intersection Extend Culvert and RT/LT Lane Improvements | | | | | \$ (900,000) | | \$ (100,000) | | \$ (1,000,000) |
| | 2 | | SH25A 162.95 VMS | | | | | \$ (360,000) | | \$ (40,000) | | \$ (400,000) |
| | 2 | | SH50A 280.20-280.40 at Reynolds Ave Intersection Improvements | | | | | \$ (270,000) | | \$ (30,000) | | \$ (300,000) |
| | 3 | | SH13/Railroad Ave Geometric Improvements | | | | | \$ (675,000) | | \$ (75,000) | | \$ (750,000) |
| | 3 | | SH141A 115.50-116.00 Geometric Improvements | | | | | \$ (900,000) | | \$ (100,000) | | \$ (1,000,000) |
| | 3 | | SH6C 37.16-37.17 Mast Arm/Signal Upgrade Mast Arm Replacement/general signal upgrades | | | | | \$ (495,000) | | \$ (55,000) | | \$ (550,000) |
| | 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) | | | | | \$ (522,160) | | \$ (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 broadside 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 13.1 - 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 0.53 to 1.07 - SH 30 / Oneida 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) |
| | 6 | | SH177A @ Hampden Signal | | | | | \$ (450,000) | | \$ (50,000) | | \$ (500,000) |
| | 6 | | SH287C @ 92nd Signal Upgrade | | | | | \$ (450,000) | | \$ (50,000) | | \$ (500,000) |
| | 6 | | SH121A @ Cross Dr. Signal Upgrade | | | | | \$ (450,000) | | \$ (50,000) | | \$ (500,000) |
| | 6 | | US285D - C470 to Kipling Median Cable Rail | | | | | \$ (720,000) | | \$ (80,000) | | \$ (800,000) |
| | 6 | | SH72A 0.23-0.33 SH72 / 48th Ave Signal Upgrade | | | | | \$ (540,000) | | \$ (60,000) | | \$ (600,000) |
| 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) | | | | | | | | \$ (6,450) | \$ (6,450) |
| | 4 | | Boyd Lake Ave / 5th St Install guardrail, centerline rumblestrips, and speed alert VMS (Loveland) | | | | | \$ (90,000) | | | \$ (10,000) | \$ (100,000) |
| | 4 | | CR 38E 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 301.52-301.54 (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 14-14.02 (Alameda Ave) / Platte 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) / 25th 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) | | | | | | \$ (320,000) | | | \$ (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) |
| Total | | | | | | | | | | | | |
| \$ (22,581,218) | | | | | | | | | | | | |

| | | | | | | | | | | | | | |
|------------------------------------|--|--|----|-------------|--|--|--|--|--|----------------|----------------|----------------|----------------|
| Rail Crossings (RAG/RGS) | 4 | Weld CR 6 at US 85 | | | | | | | | | \$ (300,000) | \$ (300,000) | |
| | 4 | Weld CR 8 at US 85 | | | | | | | | | \$ (300,000) | \$ (300,000) | |
| | 4 | Weld CR 29 at US 85 | | | | | | | | | \$ (300,000) | \$ (300,000) | |
| | 4 | Weld CR 76 at US 85 | | | | | | | | | \$ (300,000) | \$ (300,000) | |
| | 4 | North Street, Peetz | | | | | | | | | \$ (400,000) | \$ (400,000) | |
| | 4 | Yuma County Road north of US 34 | | | | | | | | | \$ (400,000) | \$ (400,000) | |
| | 4 | 17268 - additional funding for Ped RRX, Hudson | | | | | | | | | \$ (500,000) | \$ (500,000) | |
| | 3 | Stengles Hill Grade Separation | | | | | | | | \$ (900,000) | \$ (100,000) | \$ (1,000,000) | |
| | All | Convert LS40 to LS 50 Funds for Projects | | | | | | | | | \$ (303,144) | \$ (303,144) | |
| All | Roll forward for Future Structures TBD | | | | | | | | | \$ (210,100) | \$ (300,809) | | |
| | | | | | | | | | | \$ (1,413,244) | \$ (2,500,000) | \$ (90,709) | \$ (4,103,953) |
| Hot Spots (HOT) | 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) | |
| Traffic Signals (SGN) | 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) | |
| Safety Needs/ Resurfacing (SAE) | 1 | Region "Safety Resurfacing" Money | \$ | (691,925) | | | | | | | | \$ (691,925) | |
| | 2 | Region "Safety Resurfacing" Money | \$ | (943,984) | | | | | | | | \$ (943,984) | |
| | 3 | Region "Safety Resurfacing" Money | \$ | (889,618) | | | | | | | | \$ (889,618) | |
| | 4 | Region "Safety Resurfacing" Money | \$ | (1,121,907) | | | | | | | | \$ (1,121,907) | |
| | 5 | Region "Safety Resurfacing" Money | \$ | (607,906) | | | | | | | | \$ (607,906) | |
| | 6 | Region "Safety Resurfacing" Money | \$ | (686,983) | | | | | | | | \$ (686,983) | |
| | | | | | | | | | | | | \$ - | |
| | | | | | | | | | | | | \$ (4,942,323) | |
| Engineering Safety (SAF) | All | Statewide Safety Assessments | \$ | (78,651) | | | | | | | \$ (16,349) | \$ (95,000) | |
| | All | Lane Closure Strategy Update | \$ | (45,535) | | | | | | | \$ (9,465) | \$ (55,000) | |
| | | | | | | | | | | | | \$ - | |
| | | | | | | | | | | | | \$ - | |
| | | | | | | | | | | | | \$ - | |
| | | | | | | | | | | | | \$ (150,000) | |

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 | \$ 213,400 | | | \$ 4,426,228 | \$ 645,000 | \$ 2,177,000 | \$ 216,012 | \$ - | \$ 101,000 | \$ - | \$ 180,000 | \$ - | \$ - | \$ 3,222,000 | \$ 28,756,586 |
| Transportation Commission Safety Funds | \$ 73,305,735 | | | | | | | | | | | | | | | | | | \$ 73,305,735 |
| Transferred to Regions for MLOS Signing and Striping | \$ (61,377,000) | | | | | | | | | | | | | | | | | | \$ (61,377,000) |
| Estimated Carryover/Savings | | \$ 210,100 | \$ 294,882 | \$ 90,709 | | | | | | | | | | | | | | | \$ 595,691 |
| Sub-Total | \$ 11,928,735 | \$ 2,413,637 | \$ 14,025,672 | \$ 1,732,328 | \$ 213,400 | \$ - | \$ - | \$ 4,426,228 | \$ 645,000 | \$ 2,177,000 | \$ 216,012 | \$ - | \$ 101,000 | \$ - | \$ 180,000 | \$ - | \$ - | \$ 3,222,000 | \$ 41,281,012 |
| Rockfall (RFM) | \$ (3,248,016) | | | | | | | | | | | | | | | | | | \$ (3,248,016) |
| Hazard Elimination (HAZ/HRR) | | | \$ (14,025,672) | \$ (1,345,007) | \$ (213,400) | | | | | | | | | | | | | | \$ (15,584,079) |
| Rail Crossings (RAG/RGS) | | \$ (2,100,000) | | \$ (100,000) | | | | | | | | | | | | | | | \$ (2,200,000) |
| Hot Spots (HOT) | \$ (2,167,152) | | | | | | | | | | | | | | | | | | \$ (2,167,152) |
| Traffic Signals (SGN) | \$ (1,472,826) | | | | | | | | | | | | | | | | | | \$ (1,472,826) |
| Safety Needs/Resurfacing (SAE) | \$ (5,040,741) | | | | | | | | | | | | | | | | | | \$ (5,040,741) |
| Engineering Safety (SAF) | | | | \$ (180,636) | | | | | | | | | | | | | | | \$ (180,636) |
| Sub-Total | (11,928,735) | (2,100,000) | (14,025,672) | (1,625,643) | (213,400) | - | - | - | - | - | - | - | - | - | - | - | - | - | (29,893,450) |
| Planning, Administration, and Operations (Traffic Analysis) | | | | | | | | \$ (570,000) | | \$ (220,000) | \$ (120,000) | | | | \$ (180,000) | | | | \$ (1,090,000) |
| Sub-Total | - | - | - | - | - | - | - | (570,000) | - | (220,000) | (120,000) | - | - | - | (180,000) | - | - | - | (1,090,000) |
| Prohibit Racial Profiling | | | | | | | | | | | | | | | | | | | \$ - |
| Sub-Total | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Traffic Records | | | | | | | | \$ (110,000) | | | \$ (96,012) | | | | | | | | \$ (206,012) |
| Sub-Total | - | - | - | - | - | - | - | (110,000) | - | - | (96,012) | - | - | - | - | - | - | - | (206,012) |
| Impaired Driving | | | | | | | | \$ (620,000) | | \$ (1,307,000) | | | | | | | | \$ (2,522,000) | \$ (4,449,000) |
| Speed Enforcement | | | | | | | | \$ (158,000) | | | | | | | | | | | \$ (158,000) |
| Occupant Protection | | | | | | | | \$ (1,236,493) | \$ (550,000) | | | | | | | | | | \$ (1,786,493) |
| Motorcycle Safety | | | | | | | | \$ (99,500) | | | | | | | | | | \$ (700,000) | \$ (799,500) |
| Cone Zone | | | | | | | | | | | | | | | | | | | \$ - |
| Public Information and Education | | | | | | | | \$ (900,000) | | \$ (650,000) | | | \$ (101,000) | | | | | | \$ (1,651,000) |
| Safe Communities | | | | | | | | \$ (662,000) | \$ (95,000) | | | | | | | | | | \$ (757,000) |
| Bicycle/Pedestrian Safety | | | | | | | | \$ (70,235) | | | | | | | | | | | \$ (70,235) |
| Roadway Safety Traffic Engineering | | | | | | | | | | | | | | | | | | | \$ - |
| Sub-Total | - | - | - | - | - | - | - | (3,746,228) | (645,000) | (1,957,000) | - | - | (101,000) | - | - | - | - | (3,222,000) | (9,671,228) |
| Balance | \$ - | \$ 313,637 | \$ - | \$ 106,685 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 420,322 |

| FY2012 Program | | Region | Description | Transportation Commission Safety | Railroad Grade Separation | Railroad At-Grade | High Risk Rural Roads | Hazard Elimination | State Highway | Local Match ³ | 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) | \$ (3,248,016) | | | | | | | \$ (3,248,016) |
| | | | | | | | | | | | \$ - |
| | | | | | | | | | | | \$ (3,248,016) |
| | | | | | | | | | | | \$ - |
| | | | Region Projects | | | | | | | | \$ - |
| | | | 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) |
| | | | 5 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) |
| Hazard Elimination (HAZ/HRR) | | | 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) |
| | | | | | | | | | | | \$ - |
| | | | Local Projects | | | | | | | | \$ - |
| | | | 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) | \$ (88,426) | | \$ (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) |
| Rail Crossings (RAG/RGS) | | | 2 Sherman St, Monte Vista | | | \$ (300,000) | | | | | \$ (300,000) |
| | | | 2 Otero County Rd 22 | | | \$ (300,000) | | | | | \$ (300,000) |
| | | | 2 Otero County Rd 17 | | | \$ (300,000) | | | | | \$ (300,000) |
| | | | 2 Otero County Rd 14 | | | \$ (300,000) | | | | | \$ (300,000) |
| | | | 3 Stengles Hill Grade Separation | | \$ (900,000) | | | | \$ (100,000) | | \$ (1,000,000) |
| | | | All TBD/Roll Forward to FY2013 | | | | | | | | \$ - |
| | | | All Future Structures TBD | | | | | | | | \$ - |
| | | | | | | | | | | | \$ (2,200,000) |
| Hot Spots (HOT) | | | 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) |
| Traffic Signals (SGN) | | | 1 Region "Traffic Signal" Money | \$ (245,471) | | | | | | | \$ (245,471) |
| | | | 2 Region "Traffic Signal" Money | \$ (245,471) | | | | | | | \$ (245,471) |
| | | | 3 Region "Traffic Signal" Money | \$ (245,471) | | | | | | | \$ (245,471) |
| | | | 4 Region "Traffic Signal" Money | \$ (245,471) | | | | | | | \$ (245,471) |
| | | | 5 Region "Traffic Signal" Money | \$ (245,471) | | | | | | | \$ (245,471) |
| | | | 6 Region "Traffic Signal" Money | \$ (245,471) | | | | | | | \$ (245,471) |
| | | | | | | | | | | | \$ - |
| | | | | | | | | | | | \$ (1,472,826) |
| Safety Needs/ Resurfacing (SAE) | | | 1 Region "Safety Resurfacing" Money | \$ (745,711) | | | | | | | \$ (745,711) |
| | | | 2 Region "Safety Resurfacing" Money | \$ (909,767) | | | | | | | \$ (909,767) |
| | | | 3 Region "Safety Resurfacing" Money | \$ (889,618) | | | | | | | \$ (889,618) |
| | | | 4 Region "Safety Resurfacing" Money | \$ (954,509) | | | | | | | \$ (954,509) |
| | | | 5 Region "Safety Resurfacing" Money | \$ (745,711) | | | | | | | \$ (745,711) |
| | | | 6 Region "Safety Resurfacing" Money | \$ (795,425) | | | | | | | \$ (795,425) |
| | | | | | | | | | | | \$ - |
| | | | | | | | | | | | \$ (5,040,741) |
| Engineering Safety (SAF) | | All | Other Safety Project (TBD) | \$ - | | | | | \$ (180,636) | | \$ (180,636) |
| | | | | | | | | | | | \$ - |
| | | | | | | | | | | | \$ - |
| | | | | | | | | | | | \$ - |
| | | | | | | | | | | | \$ - |
| | | | | | | | | | | | \$ (180,636) |

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 157A) | (Sec 157B) | (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 | | | | \$ 4,426,228 | \$ 645,000 | \$ 2,177,000 | \$ 216,012 | \$ - | \$ 101,000 | \$ - | \$ 180,000 | \$ - | \$ - | \$ 3,222,000 | \$ 29,414,284 |
| Transportation Commission Safety Funds | \$ 74,704,703 | | | | | | | | | | | | | | | | | | \$ 74,704,703 |
| Transferred to Regions for MLOS Signing and Striping | \$ (62,789,000) | | | | | | | | | | | | | | | | | | \$ (62,789,000) |
| Estimated Carryover/Savings | | | | | | | | | | | | | | | | | | | \$ - |
| Sub-Total | \$ 11,915,703 | \$ 2,308,893 | \$ 14,418,446 | \$ 1,719,705 | \$ - | \$ - | \$ - | \$ 4,426,228 | \$ 645,000 | \$ 2,177,000 | \$ 216,012 | \$ - | \$ 101,000 | \$ - | \$ 180,000 | \$ - | \$ - | \$ 3,222,000 | \$ 41,329,987 |
| 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) | | \$ (2,268,893) | | \$ (117,655) | | | | | | | | | | | | | | | \$ (2,386,548) |
| Hot Spots (HOT) | \$ (2,167,026) | | | | | | | | | | | | | | | | | | \$ (2,167,026) |
| Traffic Signals (SGN) | \$ (1,472,736) | | | | | | | | | | | | | | | | | | \$ (1,472,736) |
| Safety Needs/Resurfacing (SAE) | \$ (4,966,132) | | | | | | | | | | | | | | | | | | \$ (4,966,132) |
| Engineering Safety (SAF) | | | | | | | | | | | | | | | | | | | \$ - |
| Sub-Total | (11,915,703) | (2,268,893) | (14,418,446) | (1,719,705) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | (30,322,747) |
| Planning, Administration, and Operations (Traffic Analysis) | | | | | | | | \$ (570,000) | | \$ (220,000) | \$ (120,000) | | | | \$ (180,000) | | | | \$ (1,090,000) |
| Sub-Total | - | - | - | - | - | - | - | (570,000) | - | (220,000) | (120,000) | - | - | - | (180,000) | - | - | - | (1,090,000) |
| Traffic Records (Includes CDOT staff) | | | | | | | | \$ (110,000) | | | \$ (96,012) | | | | | | | | (206,012) |
| Sub-Total | - | - | - | - | - | - | - | (110,000) | - | - | (96,012) | - | - | - | - | - | - | - | (206,012) |
| Impaired Driving | | | | | | | | \$ (620,000) | | \$ (1,307,000) | | | | | | | | \$ (2,522,000) | \$ (4,449,000) |
| Speed Enforcement | | | | | | | | \$ (158,000) | | | | | | | | | | | \$ (158,000) |
| Occupant Protection | | | | | | | | \$ (1,236,493) | \$ (550,000) | | | | | | | | | | \$ (1,786,493) |
| Motorcycle Safety | | | | | | | | \$ (99,500) | | | | | | | | | | \$ (700,000) | \$ (799,500) |
| Cone Zone | | | | | | | | | | | | | | | | | | | \$ - |
| Public Information and Education | | | | | | | | \$ (900,000) | | \$ (650,000) | | | \$ (101,000) | | | | | | \$ (1,651,000) |
| Safe Communities | | | | | | | | \$ (662,000) | \$ (95,000) | | | | | | | | | | \$ (757,000) |
| Bicycle/Pedestrian Safety | | | | | | | | \$ (70,235) | | | | | | | | | | | \$ (70,235) |
| Roadway Safety Traffic Engineering | | | | | | | | | | | | | | | | | | | \$ - |
| Sub-Total | - | - | - | - | - | - | - | (3,746,228) | (645,000) | (1,957,000) | - | - | (101,000) | - | - | - | - | (3,222,000) | (9,671,228) |
| Balance | \$ - | \$ 40,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 40,000 |

| FY2013 Program | | Region | Description | Transportation Commission Safety | Railroad Grade Separation | Railroad At-Grade | High Risk Rural Roads | Hazard Elimination | State Highway | Local Match ³ | 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) | | | | | \$ (593,665) | \$ (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) | | | | | \$ (776,880) | \$ (86,321) | | \$ (863,201) | |
| | 3 | | Region HES Projects (Region Available) | | | | | \$ (649,539) | \$ (72,171) | | \$ (721,710) | |
| | 4 | | Region HES Projects (Region Available) | | | | | \$ (1,082,566) | \$ (120,285) | | \$ (1,202,851) | |
| | 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) | 4 | | Washington County road east of Akron | | | \$ (300,000) | | | | | \$ (300,000) | |
| | 4 | | Washington County road east of Akron | | | \$ (300,000) | | | | | \$ (300,000) | |
| | 4 | | Washington County road east of Akron | | | \$ (300,000) | | | | | \$ (300,000) | |
| | 4 | | Yuma CR 19 north of US 34 | | | \$ (400,000) | | | | | \$ (400,000) | |
| | All | | Transfer from 2013 RGS Account | | \$ (204,458) | \$ 204,458 | | | | | \$ - | |
| | | | Roll forward for Future Structures TBD | | \$ (968,893) | | | | \$ (117,655) | | | \$ (1,086,548) |
| | | | | | | | | | | | \$ (2,386,548) | |
| Hot Spots (HOT) | 1 | | Region "Hot Spot" Money | \$ (361,171) | | | | | | | \$ (361,171) | |
| | 2 | | Region "Hot Spot" Money | \$ (361,171) | | | | | | | \$ (361,171) | |
| | 3 | | Region "Hot Spot" Money | \$ (361,171) | | | | | | | \$ (361,171) | |
| | 4 | | Region "Hot Spot" Money | \$ (361,171) | | | | | | | \$ (361,171) | |
| | 5 | | Region "Hot Spot" Money | \$ (361,171) | | | | | | | \$ (361,171) | |
| | 6 | | Region "Hot Spot" Money | \$ (361,171) | | | | | | | \$ (361,171) | |
| | | | | | | | | | | | \$ - | |
| | | | | | | | | | | | \$ (2,167,026) | |
| 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 | \$ (749,137) | | | | | | | \$ (749,137) | |
| | 2 | | Region "Safety Resurfacing" Money | \$ (902,933) | | | | | | | \$ (902,933) | |
| | 3 | | Region "Safety Resurfacing" Money | \$ (823,554) | | | | | | | \$ (823,554) | |
| | 4 | | Region "Safety Resurfacing" Money | \$ (947,584) | | | | | | | \$ (947,584) | |
| | 5 | | Region "Safety Resurfacing" Money | \$ (749,137) | | | | | | | \$ (749,137) | |
| | 6 | | Region "Safety Resurfacing" Money | \$ (793,787) | | | | | | | \$ (793,787) | |
| | | | | | | | | | | | \$ - | |
| | | | | | | | | | | | \$ (4,966,132) | |
| Engineering Safety (SAF) | All | | Other Safety Project (TBD) | \$ - | | | | | | | \$ - | |
| | | | | | | | | | | | \$ - | |
| | | | | | | | | | | | \$ - | |
| | | | | | | | | | | | \$ - | |
| | | | | | | | | | | | \$ - | |
| | | | | | | | | | | | | \$ - |

Federal Fiscal Year Financial Programs: FFY 2014

| FY2014 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 _A) | (Sec 157 _B) | (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 | \$ 17,634,041 | \$ 2,076,993 | | | | \$ 4,426,228 | \$ 645,000 | \$ 2,177,000 | \$ 216,012 | \$ - | \$ 101,000 | \$ - | \$ 180,000 | \$ - | \$ - | \$ 3,222,000 | \$ 32,987,167 |
| Transportation Commission Safety Funds | \$ 76,180,006 | | | | | | | | | | | | | | | | | | \$ 76,180,006 |
| Transferred to Regions for MLOS Signing and Striping | \$ (64,217,000) | | | | | | | | | | | | | | | | | | \$ (64,217,000) |
| Estimated Carryover/Savings | | | | | | | | | | | | | | | | | | | \$ - |
| Sub-Total | \$ 11,963,006 | \$ 2,308,893 | \$ 17,634,041 | \$ 2,076,993 | \$ - | \$ - | \$ - | \$ 4,426,228 | \$ 645,000 | \$ 2,177,000 | \$ 216,012 | \$ - | \$ 101,000 | \$ - | \$ 180,000 | \$ - | \$ - | \$ 3,222,000 | \$ 44,950,173 |
| Rockfall (RFM) | \$ (3,364,305) | | | | | | | | | | | | | | | | | | \$ (3,364,305) |
| Hazard Elimination (HAZ/HRR) | | | \$ (17,634,041) | \$ (1,959,338) | | | | | | | | | | | | | | | \$ (19,593,379) |
| Rail Crossings (RAG/RGS) | | \$ (1,968,893) | | \$ (117,655) | | | | | | | | | | | | | | | \$ (2,086,548) |
| Hot Spots (HOT) | \$ (2,165,214) | | | | | | | | | | | | | | | | | | \$ (2,165,214) |
| Traffic Signals (SGN) | \$ (1,471,506) | | | | | | | | | | | | | | | | | | \$ (1,471,506) |
| Safety Needs/Resurfacing (SAE) | \$ (4,961,981) | | | | | | | | | | | | | | | | | | \$ (4,961,981) |
| Engineering Safety (SAF) | | | | | | | | | | | | | | | | | | | \$ - |
| Sub-Total | (11,963,006) | (1,968,893) | (17,634,041) | (2,076,993) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | (33,642,933) |
| Planning, Administration, and Operations (Traffic Analysis) | | | | | | | | \$ (570,000) | | \$ (220,000) | \$ (120,000) | | | | \$ (180,000) | | | | \$ (1,090,000) |
| Sub-Total | - | - | - | - | - | - | - | (570,000) | - | (220,000) | (120,000) | - | - | - | (180,000) | - | - | - | (1,090,000) |
| Traffic Records (Includes CDOT staff) | | | | | | | | \$ (110,000) | | | \$ (96,012) | | | | | | | | (206,012) |
| Sub-Total | - | - | - | - | - | - | - | (110,000) | - | - | (96,012) | - | - | - | - | - | - | - | (206,012) |
| Impaired Driving | | | | | | | | \$ (620,000) | | \$ (1,307,000) | | | | | | | | \$ (2,522,000) | \$ (4,449,000) |
| Speed Enforcement | | | | | | | | \$ (158,000) | | | | | | | | | | | \$ (158,000) |
| Occupant Protection | | | | | | | | \$ (1,236,493) | \$ (550,000) | | | | | | | | | | \$ (1,786,493) |
| Motorcycle Safety | | | | | | | | \$ (99,500) | | | | | | | | | | \$ (700,000) | \$ (799,500) |
| Cone Zone | | | | | | | | | | | | | | | | | | | \$ - |
| Public Information and Education | | | | | | | | \$ (900,000) | | \$ (650,000) | | | \$ (101,000) | | | | | | \$ (1,651,000) |
| Safe Communities | | | | | | | | \$ (662,000) | \$ (95,000) | | | | | | | | | | \$ (757,000) |
| Bicycle/Pedestrian Safety | | | | | | | | \$ (70,235) | | | | | | | | | | | \$ (70,235) |
| Roadway Safety Traffic Engineering | | | | | | | | | | | | | | | | | | | \$ - |
| Sub-Total | - | - | - | - | - | - | - | (3,746,228) | (645,000) | (1,957,000) | - | - | (101,000) | - | - | - | - | (3,222,000) | (9,671,228) |
| Balance | \$ - | \$ 340,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 340,000 |

| FY2014 Program | | Region | Description | Transportation Commission Safety | Railroad Grade Separation | Railroad At-Grade | High Risk Rural Roads | Hazard Elimination | State Highway | Local Match ³ | 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) | | \$ (3,364,305) | | | | | | | \$ (3,364,305) | |
| | | | | | | | | | | | \$ - | |
| | | | | | | | | | | | \$ (3,364,305) | |
| Hazard Elimination (HAZ/HRR) | 1 | Region HES Projects (Region Available) | | | | | \$ (7,435) | \$ (765,394) | \$ (85,870) | | \$ (858,699) | |
| | 2 | Region HES Projects (Region Available) | | | | | \$ (14,257) | \$ (1,467,758) | \$ (164,668) | | \$ (1,646,683) | |
| | 3 | Region HES Projects (Region Available) | | | | | \$ (8,134) | \$ (837,432) | \$ (93,952) | | \$ (939,518) | |
| | 4 | Region HES Projects (Region Available) | | | | | \$ (13,557) | \$ (1,395,721) | \$ (156,586) | | \$ (1,565,864) | |
| | 5 | Region HES Projects (Region Available) | | | | | \$ (4,111) | \$ (423,218) | \$ (47,481) | | \$ (474,810) | |
| | 6 | Region HES Projects (Region Available) | | | | | \$ (34,679) | \$ (3,570,234) | \$ (400,546) | | \$ (4,005,459) | |
| | | | | | | | | | | | | \$ - |
| | 1 | Region HOS Projects (Local Available) | | | | | \$ (6,985) | \$ (719,079) | \$ (80,674) | | | \$ (806,738) |
| | 2 | Region HOS Projects (Local Available) | | | | | \$ (13,394) | \$ (1,378,940) | \$ (154,704) | | | \$ (1,547,038) |
| | 3 | Region HOS Projects (Local Available) | | | | | \$ (7,642) | \$ (786,757) | \$ (88,267) | | | \$ (882,666) |
| | 4 | Region HOS Projects (Local Available) | | | | | \$ (12,737) | \$ (1,311,262) | \$ (147,111) | | | \$ (1,471,110) |
| | 5 | Region HOS Projects (Local Available) | | | | | \$ (3,862) | \$ (397,609) | \$ (44,608) | | | \$ (446,079) |
| 6 | Region HOS Projects (Local Available) | | | | | \$ (42,846) | \$ (4,410,998) | \$ (494,871) | | | \$ (4,948,715) | |
| | | | | | | | | | | | \$ - | |
| | | | | | | | | | | | \$ (19,593,379) | |
| Rail Crossings (RAG/RGS) | 2 | LaJara, 7th St. East of US 285 | | | | \$ (400,000) | | | | | \$ (400,000) | |
| | 2 | Baca County road at US160 east of US287 | | | | \$ (300,000) | | | | | \$ (300,000) | |
| | 2 | Walsenburg, 6th St. at US 160 | | | | \$ (300,000) | | | | | \$ (300,000) | |
| | All | Transfer from 2013 RGS Account | | | \$ (204,458) | \$ 204,458 | | | | | \$ - | |
| | | Roll forward for Future Structures TBD | | | \$ (968,893) | | | | \$ (117,655) | | | \$ (1,086,548) |
| | | | | | | | | | | | \$ (2,086,548) | |
| Hot Spots (HOT) | 1 | Region "Hot Spot" Money | | \$ (360,869) | | | | | | | \$ (360,869) | |
| | 2 | Region "Hot Spot" Money | | \$ (360,869) | | | | | | | \$ (360,869) | |
| | 3 | Region "Hot Spot" Money | | \$ (360,869) | | | | | | | \$ (360,869) | |
| | 4 | Region "Hot Spot" Money | | \$ (360,869) | | | | | | | \$ (360,869) | |
| | 5 | Region "Hot Spot" Money | | \$ (360,869) | | | | | | | \$ (360,869) | |
| | 6 | Region "Hot Spot" Money | | \$ (360,869) | | | | | | | \$ (360,869) | |
| | | | | | | | | | | | \$ - | |
| | | | | | | | | | | | \$ (2,165,214) | |
| Traffic Signals (SGN) | 1 | Region "Traffic Signal" Money | | \$ (245,251) | | | | | | | \$ (245,251) | |
| | 2 | Region "Traffic Signal" Money | | \$ (245,251) | | | | | | | \$ (245,251) | |
| | 3 | Region "Traffic Signal" Money | | \$ (245,251) | | | | | | | \$ (245,251) | |
| | 4 | Region "Traffic Signal" Money | | \$ (245,251) | | | | | | | \$ (245,251) | |
| | 5 | Region "Traffic Signal" Money | | \$ (245,251) | | | | | | | \$ (245,251) | |
| | 6 | Region "Traffic Signal" Money | | \$ (245,251) | | | | | | | \$ (245,251) | |
| | | | | | | | | | | | \$ - | |
| | | | | | | | | | | | \$ (1,471,506) | |
| Safety Needs/Resurfacing (SAE) | 1 | Region "Safety Resurfacing" Money | | \$ (744,297) | | | | | | | \$ (744,297) | |
| | 2 | Region "Safety Resurfacing" Money | | \$ (903,081) | | | | | | | \$ (903,081) | |
| | 3 | Region "Safety Resurfacing" Money | | \$ (813,765) | | | | | | | \$ (813,765) | |
| | 4 | Region "Safety Resurfacing" Money | | \$ (947,738) | | | | | | | \$ (947,738) | |
| | 5 | Region "Safety Resurfacing" Money | | \$ (744,297) | | | | | | | \$ (744,297) | |
| | 6 | Region "Safety Resurfacing" Money | | \$ (808,803) | | | | | | | \$ (808,803) | |
| | | | | | | | | | | | \$ - | |
| | | | | | | | | | | | \$ (4,961,981) | |
| Engineering Safety (SAF) | All | Other Safety Project (TBD) | | \$ - | | | | | | | \$ - | |
| | | | | | | | | | | | \$ - | |
| | | | | | | | | | | | \$ - | |
| | | | | | | | | | | | \$ - | |
| | | | | | | | | | | | \$ - | |
| | | | | | | | | | | | \$ - | |
| | | | | | | | | | | | \$ - | |
| | | | | | | | | | | | \$ - | |

PROGRAM TASK DESCRIPTIONS

2011-2014 Roadway Traffic Safety

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

2011 Safety Education and Enforcement

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

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Program Task Descriptions

2011 -2014 ROADWAY TRAFFIC SAFETY PROGRAMS

Federal Hazard Elimination Program



FEDERAL HAZARD ELIMINATION PROGRAM

The Federal Hazard Elimination Program (HES Program) provides a blend of Federal and State/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, Intelligent Transportation Systems, 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 & 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: SH7D, 69.81-69.91, York St. (FY 10)

Description: Install New Signals 160th Ave. & 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: | \$ | - |
| Local Funds: | \$ | 23,100 |
| 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 & 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 & 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 & 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 TBD (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 TBD (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 TBD (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 TBD (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 TBD (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: SH30A 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: SH88A 3.94 to 4.42 - SH88/Iliff Av 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: SH287C 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: SH83A 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: SH391A 7.41 to 7.49 - Kipling St / 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: SH95A 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: SH30A 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: SH30A 5.48 to 6.02 - SH30 / 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: SH30A 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: SH30A 4.48 to 4.58 - Havana St / 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: SH177A 0.81 to 1.14 - Jamison Av to Knolls Wy (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: SH30A 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: SH30A 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: SH30A 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 TBD (FY 11)

Description: TBD

Requestor: TBD

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

| | | |
|----------------|----|---------|
| Federal Funds: | \$ | 491,296 |
| State Funds: | \$ | 54,588 |
| Local Funds: | \$ | - |
| 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 & 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 TBD (FY 11)

Description: TBD

Requestor: TBD

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

| | | |
|----------------|----|---------|
| Federal Funds: | \$ | 201,803 |
| State Funds: | \$ | 22,422 |
| Local Funds: | \$ | - |
| 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: Devner

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 & 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: SH391 A 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: SH391 A 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: SH391 A 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 TBD (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 & 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 TBD (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 TBD (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 TBD (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: SH83A 71.82 to 72 - SH83/Yale Av 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: SH83A 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: SH83A 75.5 to 75.59 - 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: SH70A 273 to 273.39 I-70 at Pecos 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: SH2A 1.01 to 1.75 - SH 2 Yale Av to Evans Av (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: SH88B 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: SH70A 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: SH70A 281.56 to 281.95 -Peoria Av 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: SH121A 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: SH121A 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: SH128B 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 TBD (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 TBD (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 TBD (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 1 HES Projects TBD (FY14)

Description: TBD

Requestor: TBD

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

| | |
|-------------------|---------|
| Federal Funds: \$ | 772,829 |
| State Funds: \$ | 86,870 |
| Local Funds: \$ | - |
| Total: \$ | 859,699 |

Hazard Elimination Project: Region 2 HES Projects TBD (FY14)

Description: TBD

Requestor: TBD

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

| | | |
|----------------|----|-----------|
| Federal Funds: | \$ | 1,482,015 |
| State Funds: | \$ | 164,668 |
| Local Funds: | \$ | - |
| Total: | \$ | 1,646,683 |

Hazard Elimination Project: Region 3 HES Projects TBD (FY14)

Description: TBD

Requestor: TBD

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

| | | |
|----------------|----|---------|
| Federal Funds: | \$ | 845,566 |
| State Funds: | \$ | 93,952 |
| Local Funds: | \$ | - |
| Total: | \$ | 939,518 |

Hazard Elimination Project: Region 4 HES Projects TBD (FY14)

Description: TBD

Requestor: TBD

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

| | | |
|----------------|----|-----------|
| Federal Funds: | \$ | 1,409,278 |
| State Funds: | \$ | 156,586 |
| Local Funds: | \$ | - |
| Total: | \$ | 1,565,864 |

Hazard Elimination Project: Region 5 HES Projects TBD (FY14)

Description: TBD

Requestor: TBD

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

| | | |
|----------------|----|---------|
| Federal Funds: | \$ | 427,329 |
| State Funds: | \$ | 47,481 |
| Local Funds: | \$ | - |
| Total: | \$ | 474,810 |

Hazard Elimination Project: Region 6 HES Projects TBD (FY14)

Description: TBD

Requestor: TBD

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

| | | |
|----------------|----|-----------|
| Federal Funds: | \$ | 3,604,913 |
| State Funds: | \$ | 400,546 |
| Local Funds: | \$ | - |
| Total: | \$ | 4,005,459 |

Hazard Elimination Project: Region 1 HOS Projects TBD (FY14)

Description: TBD

Requestor: TBD

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

| | | |
|----------------|----|---------|
| Federal Funds: | \$ | 726,064 |
| State Funds: | \$ | 80,674 |
| Local Funds: | \$ | - |
| Total: | \$ | 806,738 |

Hazard Elimination Project: Region 2 HOS Projects TBD (FY14)

Description: TBD

Requestor: TBD

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

| | | |
|----------------|----|-----------|
| Federal Funds: | \$ | 1,392,334 |
| State Funds: | \$ | 154,704 |
| Local Funds: | \$ | - |
| Total: | \$ | 1,547,038 |

Hazard Elimination Project: Region 3 HOS Projects TBD (FY14)

Description: TBD

Requestor: TBD

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

| | | |
|----------------|----|---------|
| Federal Funds: | \$ | 794,399 |
| State Funds: | \$ | 88,267 |
| Local Funds: | \$ | - |
| Total: | \$ | 882,666 |

Hazard Elimination Project: Region 4 HOS Projects TBD (FY14)

Description: TBD

Requestor: TBD

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

| | |
|-------------------|-----------|
| Federal Funds: \$ | 1,323,999 |
| State Funds: \$ | 147,111 |
| Local Funds: \$ | - |
| Total: \$ | 1,471,110 |

Hazard Elimination Project: Region 5 HOS Projects TBD (FY 14)

Description: TBD

Requestor: TBD

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

| | |
|-------------------|---------|
| Federal Funds: \$ | 401,471 |
| State Funds: \$ | 44,608 |
| Local Funds: \$ | - |
| Total: \$ | 446,079 |

Hazard Elimination Project: Region 6 HOS Projects TBD (FY14)

Description: TBD

Requestor: TBD

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

| | |
|-------------------|-----------|
| Federal Funds: \$ | 4,453,844 |
| State Funds: \$ | 494,871 |
| Local Funds: \$ | - |
| Total: \$ | 4,948,715 |

Program Task Descriptions

2011 -2014 ROADWAY TRAFFIC SAFETY PROGRAMS

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 unforecastable 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 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: \$ | 262,263 |
| Local Funds: \$ | - |
| Total: \$ | 262,263 |

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: \$ | 262,263 |
| Local Funds: \$ | - |
| Total: \$ | 262,263 |

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: \$ | 262,263 |
| Local Funds: \$ | - |
| Total: \$ | 262,263 |

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: \$ | 262,263 |
| Local Funds: \$ | - |
| Total: \$ | 262,263 |

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: \$ | 262,263 |
| Local Funds: \$ | - |
| Total: \$ | 262,263 |

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: \$ | 262,263 |
| Local Funds: \$ | - |
| Total: \$ | 262,263 |

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: \$ | 361,171 |
| Local Funds: \$ | - |
| Total: \$ | 361,171 |

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: \$ | 361,171 |
| Local Funds: \$ | - |
| Total: \$ | 361,171 |

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: \$ | 361,171 |
| Local Funds: \$ | - |
| Total: \$ | 361,171 |

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: \$ | 361,171 |
| Local Funds: \$ | - |
| Total: \$ | 361,171 |

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: \$ | 361,171 |
| Local Funds: \$ | - |
| Total: \$ | 361,171 |

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: \$ | 361,171 |
| Local Funds: \$ | - |
| Total: \$ | 361,171 |

Region 1 "Hot Spot" Projects FY 2014

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: \$ | 360,869 |
| Local Funds: \$ | - |
| Total: \$ | 360,869 |

Region 2 "Hot Spot" Projects FY 2014

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: \$ | 360,869 |
| Local Funds: \$ | - |
| Total: \$ | 360,869 |

Region 3 "Hot Spot" Projects FY 2014

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: \$ | 360,869 |
| Local Funds: \$ | - |
| Total: \$ | 360,869 |

Region 4 "Hot Spot" Projects FY 2014

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: \$ | 360,869 |
| Local Funds: \$ | - |
| Total: \$ | 360,869 |

Region 5 "Hot Spot" Projects FY 2014

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: \$ | 360,869 |
| Local Funds: \$ | - |
| Total: \$ | 360,869 |

Region 6 "Hot Spot" Projects FY 2014

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: \$ | 360,869 |
| Local Funds: \$ | - |
| Total: \$ | 360,869 |

Program Task Descriptions

2011 -2014 ROADWAY TRAFFIC SAFETY PROGRAMS

Traffic Signals



TRAFFIC SIGNALS FUNDING PROGRAM

CDOT's Traffic Signals Funding Program delivers uniform funding allotments to each Engineering Region on an annual basis. These funds are designated specifically for traffic signal construction, signal replacement, or signal system enhancement. The Regions rely on these funds to address, on a priority basis, 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 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: \$ | 178,237 |
| Local Funds: \$ | - |
| Total: \$ | 178,237 |

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: \$ | 178,237 |
| Local Funds: \$ | - |
| Total: \$ | 178,237 |

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: \$ | 178,237 |
| Local Funds: \$ | - |
| Total: \$ | 178,237 |

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: \$ | 178,237 |
| Local Funds: \$ | - |
| Total: \$ | 178,237 |

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: \$ | 178,237 |
| Local Funds: \$ | - |
| Total: \$ | 178,237 |

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: \$ | 178,237 |
| Local Funds: \$ | - |
| Total: \$ | 178,237 |

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: \$ | 245,471 |
| Local Funds: \$ | - |
| Total: \$ | 245,471 |

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: \$ | 245,471 |
| Local Funds: \$ | - |
| Total: \$ | 245,471 |

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: \$ | 245,471 |
| Local Funds: \$ | - |
| Total: \$ | 245,471 |

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: \$ | 245,471 |
| Local Funds: \$ | - |
| Total: \$ | 245,471 |

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: \$ | 245,471 |
| Local Funds: \$ | - |
| Total: \$ | 245,471 |

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: \$ | 245,471 |
| Local Funds: \$ | - |
| Total: \$ | 245,471 |

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 |

Region 1 "Traffic Signals" Projects, FY 2014

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: \$ | 245,251 |
| Local Funds: \$ | - |
| Total: \$ | 245,251 |

Region 2 "Traffic Signals" Projects, FY 2014

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: \$ | 245,251 |
| Local Funds: \$ | - |
| Total: \$ | 245,251 |

Region 3 "Traffic Signals" Projects, FY 2014

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: \$ | 245,251 |
| Local Funds: \$ | - |
| Total: \$ | 245,251 |

Region 4 "Traffic Signals" Projects, FY 2014

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: \$ | 245,251 |
| Local Funds: \$ | - |
| Total: \$ | 245,251 |

Region 5 "Traffic Signals" Projects, FY 2014

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: \$ | 245,251 |
| Local Funds: \$ | - |
| Total: \$ | 245,251 |

Region 6 "Traffic Signals" Projects, FY 2014

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: \$ | 245,251 |
| Local Funds: \$ | - |
| Total: \$ | 245,251 |

Program Task Descriptions

2011 -2014 ROADWAY TRAFFIC SAFETY PROGRAMS

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 provides 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 potential safety improvement measures via the Safety Assessment Report procedure. This procedure explicitly considers safety on 3R-type projects (resurfacing, restoration, and rehabilitation) and seeks to maximize 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 2011

Provides safety improvements while resurfacing through the Safety Assessment process.

Requestor: Region 1

Cost Summary:

| | |
|-------------------|---------|
| Federal Funds: \$ | - |
| State Funds: \$ | 691,925 |
| Local Funds: \$ | - |
| Total: \$ | 691,925 |

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: \$ | 943,984 |
| Local Funds: \$ | - |
| Total: \$ | 943,984 |

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: \$ | 889,618 |
| Local Funds: \$ | - |
| Total: \$ | 889,618 |

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: \$ | 1,121,907 |
| Local Funds: \$ | - |
| Total: \$ | 1,121,907 |

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: \$ | 607,906 |
| Local Funds: \$ | - |
| Total: \$ | 607,906 |

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: \$ | 86,983 |
| Local Funds: \$ | - |
| Total: \$ | 86,983 |

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: \$ | 745,711 |
| Local Funds: \$ | - |
| Total: \$ | 745,711 |

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: \$ | 909,767 |
| Local Funds: \$ | - |
| Total: \$ | 909,767 |

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: \$ | 815,310 |
| Local Funds: \$ | - |
| Total: \$ | 815,310 |

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: \$ | 954,509 |
| Local Funds: \$ | - |
| Total: \$ | 954,509 |

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: \$ | 745,711 |
| Local Funds: \$ | - |
| Total: \$ | 745,711 |

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: \$ | 95,425 |
| Local Funds: \$ | - |
| Total: \$ | 95,425 |

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: \$ | 749,137 |
| Local Funds: \$ | - |
| Total: \$ | 749,137 |

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: \$ | 902,933 |
| Local Funds: \$ | - |
| Total: \$ | 902,933 |

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: \$ | 823,554 |
| Local Funds: \$ | - |
| Total: \$ | 823,554 |

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: \$ | 947,584 |
| Local Funds: \$ | - |
| Total: \$ | 947,584 |

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: \$ | 749,137 |
| Local Funds: \$ | - |
| Total: \$ | 749,137 |

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: \$ | 793,787 |
| Local Funds: \$ | - |
| Total: \$ | 793,787 |

Region 1 "Safety Resurfacing" Money, FY 2014

Provides safety improvements while resurfacing through the Safety Assessment process.

Requestor: Region 1

Cost Summary:

| | |
|-------------------|---------|
| Federal Funds: \$ | - |
| State Funds: \$ | 744,297 |
| Local Funds: \$ | - |
| Total: \$ | 744,297 |

Region 2 "Safety Resurfacing" Money, FY 2014

Provides safety improvements while resurfacing through the Safety Assessment process.

Requestor: Region 2

Cost Summary:

| | |
|-------------------|---------|
| Federal Funds: \$ | - |
| State Funds: \$ | 903,081 |
| Local Funds: \$ | - |
| Total: \$ | 903,081 |

Region 3 "Safety Resurfacing" Money, FY 2014

Provides safety improvements while resurfacing through the Safety Assessment process.

Requestor: Region 3

Cost Summary:

| | |
|-------------------|---------|
| Federal Funds: \$ | - |
| State Funds: \$ | 813,765 |
| Local Funds: \$ | - |
| Total: \$ | 813,765 |

Region 4 "Safety Resurfacing" Money, FY 2014

Provides safety improvements while resurfacing through the Safety Assessment process.

Requestor: Region 4

Cost Summary:

| | |
|-------------------|---------|
| Federal Funds: \$ | - |
| State Funds: \$ | 947,738 |
| Local Funds: \$ | - |
| Total: \$ | 947,738 |

Region 5 "Safety Resurfacing" Money, FY 2014

Provides safety improvements while resurfacing through the Safety Assessment process.

Requestor: Region 5

Cost Summary:

| | |
|-------------------|---------|
| Federal Funds: \$ | - |
| State Funds: \$ | 744,297 |
| Local Funds: \$ | - |
| Total: \$ | 744,297 |

Region 6 "Safety Resurfacing" Money, FY 2014

Provides safety improvements while resurfacing through the Safety Assessment process.

Requestor: Region 6

Cost Summary:

| | |
|-------------------|---------|
| Federal Funds: \$ | - |
| State Funds: \$ | 808,803 |
| Local Funds: \$ | - |
| Total: \$ | 808,803 |

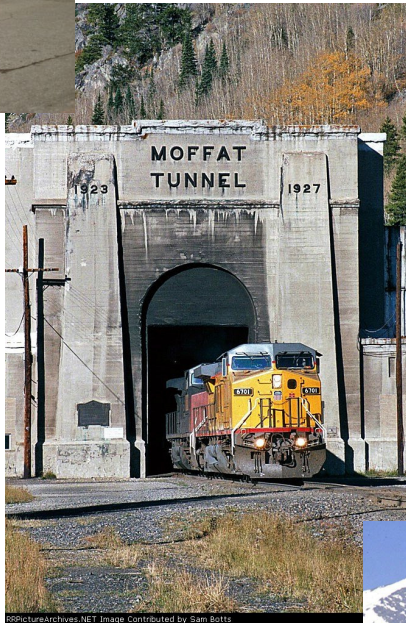
Program Task Descriptions

2011 -2014 ROADWAY TRAFFIC SAFETY PROGRAMS

Rail Crossing Protection



RRPictureArchives.NET Image contributed by Chad Malinovsky



RRPictureArchives.NET Image contributed by Sam Butts



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. 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, the Federal Highway Administration 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 2011 Highway/Rail Crossing Projects

Budget (est.) - \$3,300,000
At-grade expenditures - \$2,300,000
Grade separated expenditures - \$1,900,000

Weld County Road 6 at US 85 DOT 804-475P
WBAPS Rank – 17
Improvements: Lights, gates and CWT circuitry
Cost estimate: \$300,000 100% Federal funds

Weld County Road 8 at US 85 DOT 804-472U
WBAPS Rank – 195
Improvements: Lights, gates and CWT circuitry
Cost estimate: \$300,000 100% Federal funds

Weld County Road 29 at US 85 DOT 804-346A
WBAPS Rank – 38
Improvements: Lights, gates and CWT circuitry
Cost estimate: \$300,000 100% Federal funds

Weld County Road 76 at US 85 DOT 804-856D
WBAPS Rank – 42
Improvements: Lights, gates and CWT circuitry
Cost estimate: \$300,000 100% Federal funds

Logan County, SH 113 near Peetz DOT 057-523P
WBAPS Rank – 18
Improvements: Lights, gates and CWT circuitry
Cost estimate: \$400,000 100% Federal funds

Yuma County Road, north of US 34 DOT 057-317C
WBAPS Rank – 25
Improvements: Lights, gates and CWT circuitry
Cost estimate: \$400,000 100% Federal funds

17268 – Town of Hudson Pedestrian crossing DOT 057-209F
WBAPS Rank – 4
Improvements: **grade separated structure**
Cost estimate: \$500,000 90/10 Federal/State match

14934 – Stengel’s Hill grade separation project DOT 254-041G
WBAPS Rank – 370
Improvements: **grade separated structure**
Cost estimate: \$1,400,000 90/10 Federal/State match

FY 2012 Highway/Rail Crossing Projects

| | |
|--------------------------------|-------------|
| Budget (est.) - | \$2,200,000 |
| At-grade expenditures - | \$1,200,000 |
| Grade separated expenditures - | \$1,000,000 |

Sherman St., Monte Vista **DOT 253-875J**
WBAPS Rank – 31
Improvements: Lights, gates and CWT circuitry
Cost estimate: \$300,000 100% Federal funds

Otero County Road 22 at US 50 **DOT 003-373J**
WBAPS Rank – 41
Improvements: Lights, gates and CWT circuitry
Cost estimate: \$300,000 100% Federal funds

Otero County Road 17 at US 50 **DOT 003-401K**
WBAPS Rank – 407
Improvements: Lights, gates and CWT circuitry
Cost estimate: \$300,000 100% Federal funds

Otero County Road 14 at US 50 **DOT 003-410J**
WBAPS Rank – 446
Improvements: Lights, gates and CWT circuitry
Cost estimate: \$300,000 100% Federal funds

14934 – Stengel’s Hill grade separation project **DOT 254-041G**
WBAPS Rank – 370
Improvements: **grade separated structure**
Cost estimate: \$1,000,000 90/10 Federal/State match

FY 2013 Highway/Rail Crossing Projects

| | |
|--------------------------------|-------------|
| Budget (est.) - | \$2,300,000 |
| At-grade expenditures - | \$1,300,000 |
| Grade separated expenditures - | \$1,000,000 |

Washington County, US 34 east of Akron **DOT 057-277G**
WBAPS Rank – 52
Improvements: Lights, gates and CWT circuitry
Cost estimate: \$300,000 100% Federal funds

Washington County, US 34 east of Akron **DOT 057-305H**
WBAPS Rank – 66
Improvements: Lights, gates and CWT circuitry
Cost estimate: \$300,000 100% Federal funds

Yuma County Road 19, north of US 34 **DOT 057-320K**
WBAPS Rank – 67
Improvements: Lights, gates and CWT circuitry
Cost estimate: \$400,000 100% Federal funds

Washington County, US 34 east of Akron **DOT 057-275T**
WBAPS Rank – 71
Improvements: Lights, gates and CWT circuitry
Cost estimate: \$300,000 100% Federal funds

Grade Separation Project **DOT Unknown**
WBAPS Rank – unknown
Improvements: **grade separation**
Cost estimate: \$1,000,000 90/10 Federal/State match

FY 2014 Highway/Rail Crossing Projects

| | |
|--------------------------------|-------------|
| Budget (est.) - | \$2,000,000 |
| At-grade expenditures - | \$1,000,000 |
| Grade separated expenditures - | \$1,000,000 |

| | |
|---|---------------------|
| La Jara, 7th St. east of US 285 | DOT 253-828B |
| WBAPS Rank – 50 | |
| Improvements: Lights, gates and CWT circuitry | |
| Cost estimate: \$400,000 | 100% Federal funds |

| | |
|---|---------------------|
| Baca County, US 160 east of US 287 | DOT 003-746F |
| WBAPS Rank – 345 | |
| Improvements: Lights, gates and CWT circuitry | |
| Cost estimate: \$300,000 | 100% Federal funds |

| | |
|---|---------------------|
| Walsenburg, 6th St. at US 160 | DOT 245-092T |
| WBAPS Rank – 268 | |
| Improvements: Lights, gates and CWT circuitry | |
| Cost estimate: \$300,000 | 100% Federal funds |

| | |
|---------------------------------------|---------------------------|
| Grade Separation Project | DOT Unknown |
| WBAPS Rank – unknown | |
| Improvements: grade separation | |
| Cost estimate: \$1,000,000 | 90/10 Federal/State match |

Program Task Descriptions

2011 -2014 ROADWAY TRAFFIC SAFETY PROGRAMS

Rockfall



ROCKFALL

Rockfall incidents have been the direct cause of traffic accidents, traffic delays, injuries, and fatalities along Colorado's mountain corridors. With increasing levels of highway use and tourism, the number of vehicles traveling on these scenic roadways also escalates. As a result, the consequences of rockfall incidents are magnified. This was illustrated in 2005 when large rockslides closed I-70 near Idaho Springs and US Highway 6 in Clear Creek Canyon.

Rockfall is recognized in Colorado as a significant natural hazard that is sporadic and unpredictable. Rockfall mitigation is a proven and effective means to protect highway users and transportation assets. The intent of implementing rockfall mitigation measures is to reduce the risk of rockfall at specific locations. Completely eliminating rockfall risk is typically not feasible and in many cases would require that a potential location be completely avoided. Accompanying the rugged terrain that characterizes Colorado is the risk of rockfall. On a statewide basis, over 750 locations are recognized as potential rockfall areas.

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: \$ | 4,174,164 |
| Local Funds: \$ | - |
| Total: \$ | 4,174,164 |

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 |

Rockfall Mitigation: Annual Rockfall Program, FY 2014

Description: To Reduce Rockfall along State Highway Corridors

Requestor: HQ Materials Lab

Cost Summary:

| | |
|-------------------|-----------|
| Federal Funds: \$ | - |
| State Funds: \$ | 3,364,305 |
| Local Funds: \$ | - |
| Total: \$ | 3,364,305 |

Program Task Descriptions

2011 -2014 ROADWAY TRAFFIC SAFETY PROGRAMS

Roadway Engineering Safety



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 (LTAP);
- Offer training classes to traffic safety professionals;
- Provide technical publications to the public;
- 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
- Roadside obstacles

The Roadway Engineering Safety Program and the Traffic Safety Engineering Studies for Local Entities use crash and other traffic data to select communities to participate in the Road Safety Audit program. Used in conjunction with the Signs for Small Communities project, the elements that SPIRS recommends are all included in this program.

The other projects that are part of the Roadway Engineering Safety Program allow CDOT to implement the strategies that SPIRS states should be considered. The Maintenance Roadside Safety Award Incentive Program allows CDOT 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.

Projects to be determined.

Program Task Descriptions

2011 Safety Education and Enforcement Programs

Program Administration and Support



Grant Funding Overview

The Office of Transportation Safety (OTS), within the Colorado Department of Transportation, receives funding from the National Highway Traffic Safety Administration (NHTSA) through the **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users** (SAFETEA-LU). SAFETEA-LU was authorized through September 2009 and is now operating under continuing resolutions until new legislation is enacted.

SAFETEA-LU authorizes funding for the following grant programs:

Section 402 - State and Community Highway Safety Programs (23U.S.C. 402)

Section 402 funds are to be used to support the States' Performance Plans, which contain performance goals and performance measures, based on the National Priority Program Areas and other problems identified by the States, and Highway Safety Plans for the implementation of programs that address a wide range of highway safety problems that are related to human factors and the roadway environment and that contribute to the reduction of crashes, deaths, and injuries resulting thereof. Section 402 enhances States' programs by providing resources to start up new, more effective projects; by catalyzing or accelerating State programs to address major safety issues with well-planned strategies; and by leveraging additional State and local investment in highway safety.

Matching Requirements for Section 402

- Federal share is not to exceed 80 %.

Section 405 - Occupant Protection Incentive Grant (23 U.S.C. 405)

Section 405 encourages States to adopt and implement effective programs to reduce deaths and injuries from riding unrestrained or improperly restrained in motor vehicles. A State may use these grant funds only to implement and enforce occupant protection programs.

Matching Requirements for Section 405

- Federal share is not to exceed 75%.

Section 408 – State Traffic Safety Information System Improvements Grants (23 U.S.C. 408)

Section 408 encourages States to adopt and implement effective programs to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of State data that is needed to identify priorities for national, State, and local highway and traffic safety programs; to evaluate the effectiveness of efforts to make such improvements; to link these State data systems, including traffic records, with other data systems within the State; and to improve the compatibility of the State data system with national data systems and data systems of other States to enhance the ability to observe and analyze national trends in crash occurrences, rates, outcomes, and circumstances. A State may use these grant funds only to implement such data improvement programs.

Matching Requirements for Section 408

- Federal share is not to exceed 80 %.

Section 410 - Alcohol Impaired Driving Countermeasures (23 U.S.C. 410)

Section 410 encourages States to adopt and implement effective programs to reduce traffic safety problems resulting from individuals driving while under the influence of alcohol. A State may use these grant funds to implement the eight impaired driving programmatic grant criteria as well as costs for high visibility enforcement; the costs of training and equipment for law enforcement; the costs of advertising and educational campaigns that publicize checkpoints, saturation patrols or other law enforcement traffic maneuvers, increase law enforcement efforts and target impaired drivers under 34 years of age; the costs of a State impaired operator information system, and the costs of vehicle or license plate impoundment.

Matching Requirements for Section 410

- Federal share is not to exceed 25 %.

Section 2010 – Motorcyclist Safety Grants (P. L. 109-59, Section 2010)

Section 2010 encourages States to adopt and implement effective programs to reduce the number of single and multi-vehicle crashes involving motorcyclists. A State may use these grants funds only for motorcyclist safety training and motorcyclist awareness programs, including improvement of training curricula, delivery of training, recruitment or retention of motorcyclist safety instructors, and public awareness and outreach programs.

Matching Requirements for Section 2010

- None

| | |
|------------------------|--|
| Task Number | 11-11-97-01 |
| Program Name | Planning and Administration |
| Contractor | Office of Transportation Safety |
| Program Manager | 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 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.

Matching funds provided by grant recipient.

| | |
|----------------|------------------------------|
| Funding Source | 402/State Funds |
| Program Area | PA - Planning Administration |

Cost Summary

| | | |
|----------------------|-----------|-------------------|
| Personal Services | \$ | 280,000.00 |
| Operating Expenses | \$ | 60,000.00 |
| Travel | \$ | 20,000.00 |
| Contractual Services | | |
| Other (indirects) | | |
| Total | \$ | 360,000.00 |
| <hr/> | | |
| Federal Funds | \$ | 180,000.00 |
| Agency Match | \$ | 180,000.00 |
| Total | \$ | 360,000.00 |

| | |
|------------------------|--|
| Task Number | 11-12-98-01 |
| Program Name | Program Support – Impaired Driving |
| Contractor | Office of Transportation Safety (OTS) |
| Program Manager | Davis |

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

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

| | |
|--------------------|-------------------|
| Evaluation Measure | 7,500 staff hours |
| Funding Source | 410 |
| Program Area | K8 – Alcohol |

Cost Summary

| | | |
|----------------------|-----------|-------------------|
| Personal Services | \$ | 180,000.00 |
| Operating Expenses | \$ | 30,000.00 |
| Travel | \$ | 10,000.00 |
| Contractual Services | | |
| Other (indirects) | | |
| Total | \$ | 220,000.00 |
| <hr/> | | |
| Federal Funds | \$ | 220,000.00 |
| State/Local Match | | |
| Total | \$ | 220,000.00 |

Task Number 11-12-98-02
Program Name Program Support – Occupant Protection
Program Manager Gould/OTS

The Office of Transportation 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 project. The OTS staff will be provided with computer upgrades, software, hardware, and peripherals. The costs of attendance at State and National conferences and professional training for the staff are also included.

Evaluation Measure 7,500 staff hours
 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) | |
| <u>Total</u> | <u>\$ 240,000.00</u> |
| | |
| Federal Funds | \$ 240,000.00 |
| Agency Match | |
| <u>Total</u> | <u>\$ 240,000.00</u> |

Task Number 11-12-98-03
Program Name Traffic Records Program Support
Contractor Office of Transportation Safety (OTS)
Program Manager Nugent/Davis

The Office of Transportation Safety (OTS) will hire staff dedicated to the management of the 408 Traffic Records program.

Staff will address statewide goals and objectives through review of the 2009 Traffic Records Assessment report and will address responses and implementation of recommendations. Staff will review and assess progress of the 2010 Traffic Records Strategic Plan, and will outline the current state of the Traffic Records program including gap analysis. Staff will also manage the activities of the Colorado Statewide Traffic Records Advisory Committee (STRAC) members who partner with local governments to implement statewide traffic records initiatives.

The staff of OTS will assess the program management responsibilities with emphasis on interface between and coordination among CDOT Staff, Traffic Engineering, and DOR crash records staff, including sharing of expertise.

Activities include establishing resource requirements, departmental roles and responsibilities, assignment of tasks and schedules, and program management of the FY 2011 grants. Costs include external project audit costs, program-specific staff training, and necessary operating expenses.

Evaluation Measure 2,000 hours
Funding Source 408
Program Area K9 – Data Incentive

Cost Summary

| | | |
|----------------------|-----------|-------------------|
| Personal Services | \$ | 100,000.00 |
| Operating Expenses | \$ | 20,000.00 |
| Travel | \$ | - |
| Contractual Services | | |
| Other (indirects) | | |
| Total | \$ | 120,000.00 |
| | | |
| Federal Funds | \$ | 120,000.00 |
| State/Local Match | \$ | 16,000.00 |
| Total | \$ | 136,000.00 |

| | |
|------------------------|---|
| Task Number | 11-12-98-04 |
| Program Name | Media Program Support – Impaired Driving |
| Contractor | CDOT Public Relations Office |
| Program Manager | Halpape |

Public awareness is a critical component of the success of traffic safety programs. The public relations senior support staff conduct 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 the 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 – Alcohol |

| | |
|----------------------|---------------------|
| <u>Cost Summary</u> | |
| Personal Services | \$ 73,000.00 |
| Operating Expenses | |
| Travel | |
| Contractual Services | |
| Other (indirects) | |
| Total | \$ 73,000.00 |
| | |
| Federal Funds | \$ 73,000.00 |
| Agency Match | |
| Total | \$ 73,000.00 |

| | |
|------------------------|--|
| Task Number | 11-12-98-05 |
| Program Name | Media Program Support – Occupant Protection |
| Contractor | CDOT Public Relations Office |
| Program Manager | Halpape |

Public awareness is a critical component of the success of traffic safety programs. The public relations senior support staff conduct 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 |

| | |
|----------------------|---------------------|
| <u>Cost Summary</u> | |
| Personal Services | \$ 77,000.00 |
| Operating Expenses | |
| Travel | |
| Contractual Services | |
| Other (indirects) | |
| <u>Total</u> | <u>\$ 77,000.00</u> |
| | |
| Federal Funds | \$ 77,000.00 |
| Agency Match | |
| <u>Total</u> | <u>\$ 77,000.00</u> |

Program Task Descriptions

2011 Safety Education and Enforcement Programs

Impaired Driving



IMPAIRED DRIVING

In 1995, 44.6% of fatal crashes in Colorado were alcohol related. In 2008, the percentage dropped to 39.7%. Colorado alcohol related fatalities (Blood Alcohol Concentration .01 or above) have declined from 2005 through 2008.

In 2008 there were 218 alcohol related fatalities, 39.7% of all fatalities.

Based on the 2010 CDOT Problem ID report, the Office of Transportation Safety will be focusing on enhancing and expanding impaired driving prevention programs in several metro area locations including El Paso, Arapahoe, Adams, Jefferson, Denver, and Pueblo counties as well as statewide enforcement efforts.

Efforts and activities to decrease impaired driving include:

- Impaired driving education programs;
- Aggressive high-visibility enforcement;
- Creating public awareness through “The Heat is On” media campaigns;
- Enforcing DUI laws on sections of roadway with high incidence of alcohol-related crashes;
- Statewide sobriety checkpoints through “Checkpoint Colorado”;
- Providing training for law enforcement officers in the detection of impairment in drivers;
- Creating and maintaining DUI Courts;
- Targeting high-risk groups of drivers for impaired driving education and prevention programs;
- Working with community groups throughout the state to develop and implement impaired driving programs appropriate to the needs of their populations.

| | |
|------------------------|-------------------------------------|
| Task Number | 11-01-11-01 |
| Program Name | DUI/DRE Enforcement Training |
| Contractor | LEAD Impairment Training |
| Program Manager | Rocke |

CDOT OTS will support the law enforcement training programs that offer Standardized Field Sobriety Testing (SFST) practitioner, SFST instructor training, in-service re-certification of the SFST Instructors statewide, Advanced Roadside Impaired Driving Enforcement (ARIDE), Drug Recognition Expert (DRE) practitioner and DRE instructor. CDOT will host two SFST Instructor classes and two DRE update classes. The ARIDE Program will be offered to Colorado Law Enforcement agencies.

Matching funds provided by grant recipient.

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 number of students trained. # of SFST instructor courses conducted and # of students trained. # of SFST instructor updates conducted and # of students attending. # of ARIDE courses conducted and # of students trained. # of DRE trainings and # of DREs attending.

Funding Source 410
 Program Area K8 – Alcohol

Cost Summary

| | | |
|----------------------|-----------|-------------------|
| Personal Services | \$ | 50,000.00 |
| Operating Expenses | | |
| Travel | | |
| Contractual Services | | |
| Other (indirects) | | |
| Total | \$ | 50,000.00 |
| <hr/> | | |
| Federal Funds | \$ | 50,000.00 |
| Agency Match | \$ | 50,000.00 |
| Total | \$ | 100,000.00 |

Task Number 11-01-11-02
Program Name Interagency Task Force on Drunk Driving (ITFDD)
Contractor Colorado State Patrol (CSP)
Program Manager Rocke

The 2005 National Highway Traffic Safety Administration's (NHTSA) assessment of Colorado's Impaired Driving Programs made a priority recommendation to:

Form a state-level, multi-disciplinary impaired driving task force with high-level administrative involvement and support as an integral part of a comprehensive impaired driving program.

In 2006 the ITFDD was created by Colorado statute.

The Colorado State Patrol (CSP), which has statutory membership on the ITFDD and whose representative is the chair of the committee, will:

- Document and facilitate implementation of ITFDD recommendations and action plans
- Develop an annual report
- Produce, with ITFDD partners and stakeholders, an ITFDD strategic plan

Matching funds provided by grant recipient.

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 task force activities completed. |
| Funding Source | 410 |
| Program Area | K8 – Alcohol |

Cost Summary

| | | |
|----------------------|-----------|------------------|
| Personal Services | \$ | 45,000.00 |
| Operating Expenses | | |
| Travel | | |
| Contractual Services | | |
| Other (indirects) | | |
| Total | \$ | 45,000.00 |
| | | |
| Federal Funds | \$ | 45,000.00 |
| Agency Match | \$ | 45,000.00 |
| Total | \$ | 90,000.00 |

Task Number 11-01-11-03
Program Name Support for DUI Courts
Contractor Colorado Judicial Branch
Program Manager Rocke

CDOT will provide funds to the Colorado Judicial Department for the continuation of established DUI courts in Montezuma and Boulder counties and assist in establishing new DUI courts in El Paso, Larimer, and Weld 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.

Matching funds provided by grant recipient.

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 # of new DUI courts. |
| Funding Source | 410 |
| Program Area | K8 - Alcohol |

Cost Summary

| | |
|----------------------|----------------------|
| Personal Services | \$ 225,000.00 |
| Operating Expenses | \$ 25,000.00 |
| Travel | |
| Contractual Services | |
| Other (indirects) | |
| Total | \$ 250,000.00 |
| | |
| Federal Funds | \$ 250,000.00 |
| Agency Match | \$ 250,000.00 |
| Total | \$ 500,000.00 |

Task Number 11-01-11-04
Program Name Traffic Safety Resource Prosecutor (TSRP)
Contractor Colorado District Attorneys Council
Program Manager Roche

The TSRP 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. Much of the training and assistance will be done during the TSRP Comprehensive DUI training. The TSRP will coordinate trainings, etc with the State Judicial Educator. This is a two day multi-disciplinary training course, expressly designed to get law enforcement, prosecutors, and lab staff in the same classroom together. Utilizing a faculty composed of veteran law enforcement officers, laboratory scientists, and experienced prosecutors, the class is team taught to provide all participants with different perspectives on the class content. Addressing the impaired driving case from its initiation all the way through trial, the course contains sections on:

- Impaired driving investigations (including SFSTs);
- Driving under the influence of drugs cases and using DREs;
- Toxicology;
- Breath testing;
- Pre-trial preparation & motions practice;
- Trial preparation and practicum, techniques and tactics.

Matching funds provided by grant recipient.

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 # 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 402
 Program Area AL – Alcohol

| | |
|----------------------|----------------------|
| Cost Summary | |
| Personal Services | \$ 82,410.00 |
| Operating Expenses | \$ 45,548.00 |
| Travel | \$ 12,042.00 |
| Contractual Services | |
| Other (indirects) | |
| Total | \$ 140,000.00 |
| Federal Funds | \$ 140,000.00 |
| Agency Match | \$ 140,000.00 |
| Total | \$ 280,000.00 |
| Local Benefit | \$ 140,000.00 |

Task Number 11-01-11-05
Program Name Decrease Impaired Driving Among College Students
Contractor BACCHUS
Program Manager Guerrero

Impaired driving continues to be a significant health and safety issue for the college student population. According to the most recent National College Health Assessment (Fall 2009), 25% of students reported driving after drinking in the last 30 days. The CDOT 2010 Problem ID Report also lists the age group with the highest probability for crashing to be those ages 21-22, followed by drivers ages 19-20 and 23-25. This project will engage the broad audience of a college campus, in particular Aims Community College (Greeley), Colorado Mountain College – Spring Valley (Glenwood Springs), Colorado State University (Pueblo), and Fort Lewis College (Durango) in collaboration with community partners and law enforcement to reach the goal of decreasing impaired driving fatalities. This project will host three high-visibility DUI prevention and awareness events on the selected four college campuses prior to periods of increased DUI enforcement efforts: Halloween, St. Patrick’s Day, and Labor Day Weekend. In addition to increasing awareness, The “STEP UP” bystander intervention program will be used to teach skills to college students on how to intervene with their peers in potential impaired driving situations.

Matching funds provided by grant recipient.

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 | Decrease in incidences of impaired driving among college students on targeted campuses. # of students attending “STEP UP” intervention, DUI prevention and awareness events. |
| Funding Source | 410 |
| Program Area | K8 – Alcohol |

Cost Summary

| | | |
|----------------------|-----------|------------------|
| Personal Services | \$ | 20,000.00 |
| Operating Expenses | \$ | 18,000.00 |
| Travel | \$ | 2,000.00 |
| Contractual Services | | |
| Other (indirects) | | |
| Total | \$ | 40,000.00 |
| | | |
| Federal Funds | \$ | 40,000.00 |
| Agency Match | \$ | 40,000.00 |
| Total | \$ | 80,000.00 |

Task Number 11-01-11-06
Program Name Underage Drinking Prevention
Contractor Mothers Against Drunk Drivers (MADD)
Program Manager Guerrero

In Colorado in 2008, 65 individuals between the ages of 16 and 20 were killed in crashes according to National Highway Traffic Safety Administration (NHTSA) Fatality Analysis Reporting (FARS). Of those 65 killed, 13 were alcohol related fatalities. 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 curricula 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 the 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 two MADD Colorado Youth Programs Specialists provide Colorado youth with those coordinated efforts.

Matching funds provided by grant recipient.

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. # of alcohol education presentations. |
| Funding Source | 410 |
| Program Area | K8 – Alcohol |

Cost Summary

| | | |
|----------------------|-----------|-------------------|
| Personal Services | \$ | 85,000.00 |
| Operating Expenses | | |
| Travel | | |
| Contractual Services | | |
| Other (indirects) | | |
| Total | \$ | 85,000.00 |
| | | |
| Federal Funds | \$ | 85,000.00 |
| Agency Match | \$ | 85,000.00 |
| Total | \$ | 170,000.00 |

Task Number 11-01-11-07
Program Name DUI Reduction and Prevention
Contractor Grand Futures Prevention Coalition (GFPC)
Program Manager Guerrero

GFPC serves residents in Grand, Routt, and Moffat Counties. Both Routt and Moffat are identified within the “top ten worst counties” according to FY2010 CDOT Problem Identification report. Residents with prior DUI offenses have the highest probability of crash involvement and also rank within the top 5 worst counties for drivers with the highest crash probability based on the maximum BAC. The odds of crash involvement, especially for resident drivers under the age of 21, are also high in Routt and Moffat (at 14th and 2nd worst of the 64 counties respectively). Grand County reports significantly higher hospitalizations for injuries sustained in a motor vehicle crash than the State rate with approximately 155 hospitalizations occurring from 1999-2008. GFPC aims to reduce the number of fatalities in crashes by implementing a comprehensive marketing campaign within the 14th Judicial District, which will be focused on impaired driving and youth and adult alcohol usage. GFPC will partner with local alcohol retailers in various ways with the goal of reducing youth access to alcohol, encouraging responsible drinking behaviors among adults, educating merchants and adults about the dangers of underage drinking, and preventing impaired driving in the 14th Judicial District.

Contracted services include a media campaign to target Grand, Routt and Moffat counties.

Matching funds provided by grant recipient.

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.

| | |
|--------------------|--|
| Evaluation Measure | Implement Awareness/Marketing Campaign and educate on the dangers of drinking and driving. # attending alcohol responsibility trainings. |
| Funding Source | 410 |
| Program Area | K8 – Alcohol |

Cost Summary

| | | |
|----------------------|-----------|-------------------|
| Personal Services | \$ | 14,675.00 |
| Operating Expenses | \$ | 14,552.00 |
| Travel | \$ | 2,297.00 |
| Contractual Services | \$ | 18,476.00 |
| Other (indirects) | | |
| Total | \$ | 50,000.00 |
| | | |
| Federal Funds | \$ | 50,000.00 |
| Agency Match | \$ | 50,000.00 |
| Total | \$ | 100,000.00 |

Task Number 11-01-11-08
Program Name Drug 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 of Chiefs 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 will include 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 law enforcement officers up-to-date information and methods in recognizing symptoms of drug use in the motoring public.

Matching funds provided by attendees of the trainings.

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 | Eight law enforcement officers and/or traffic safety partners will attend the IACP/DRE training and other related events, and will submit a summary of findings. |
| Funding Source | 410 |
| Program Area | K8 – Alcohol |

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 | \$ | 10,000.00 |
| <u>Total</u> | <u>\$</u> | <u>20,000.00</u> |

Task Number 11-01-11-09
Program Name Impaired Driving Enforcement
Contractor Colorado State Patrol (CSP)
Program Manager Chase

The goal of this project is to improve the traffic safety environment by reducing the number of drivers impaired by drugs or alcohol, and to reduce by at least 4% the number of impaired driving related fatal and injury crashes.

Overtime enforcement using traffic crash prevention teams, multi-agency sobriety checkpoints, and other innovative problem identification approaches proposed by CSP troops will be conducted, as well as DRE evaluations.

Matching funds provided by grant recipient.

This project addresses measures:

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

| | |
|--------------------|---|
| Evaluation Measure | # of alcohol-related motor vehicle crashes. # of DUI arrests. |
| Funding Source | 410 |
| Program Area | K8 – Alcohol |

Cost Summary

| | |
|----------------------|----------------------|
| Personal Services | \$ 335,000.00 |
| Operating Expenses | |
| Travel | |
| Contractual Services | |
| Other (indirects) | |
| <u>Total</u> | <u>\$ 335,000.00</u> |
| | |
| Federal Funds | \$ 335,000.00 |
| Agency Match | \$ 335,000.00 |
| <u>Total</u> | <u>\$ 670,000.00</u> |

Task Number 11-01-11-10
Program Name Impaired Driving TECH Transfer
Contractor Office of Transportation Safety
Program Manager Rocke

The goal of this project is 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 to pay the membership dues in organizations related to the program. This project 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.

Matching funds provided by attendees.

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 – Alcohol |

Cost Summary

| | |
|----------------------|---------------------|
| <hr/> | |
| Personal Services | |
| Operating Expenses | |
| Travel | \$ 20,000.00 |
| Contractual Services | |
| Other (indirects) | |
| Total | \$ 20,000.00 |
| <hr/> | |
| Federal Funds | \$ 20,000.00 |
| Agency Match | \$ 20,000.00 |
| Total | \$ 40,000.00 |
| <hr/> | |

Task Number 11-01-11-11
Program Name DUI Checkpoint Colorado
Contractor TBD
Program Manager Chase

Law Enforcement Agencies selected through the Problem ID Report will target areas in the state identified as having a high rate of alcohol-related fatalities and crashes. National Highway Traffic Safety Administration (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 be required to conduct a minimum of five DUI checkpoints, with two of those checkpoints to occur during holiday weekends. This project runs from Memorial Day through Labor Day. Agency selection is based on 2010 crash and fatality data.

Matching funds provided by grant recipients.

This project addresses measures:

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

| | |
|--------------------|---|
| Evaluation Measure | # of DUI checkpoints conducted. # of DUI Checkpoint arrests. # of alcohol related fatalities during checkpoint operations |
| Funding Source | 410 |
| Program Area | K8 – Alcohol |

Cost Summary

| | |
|----------------------|----------------------|
| Personal Services | \$ 250,000.00 |
| Operating Expenses | \$20,000.00 |
| Travel | |
| Contractual Services | |
| Other (indirects) | |
| Total | \$ 270,000.00 |
| | |
| Federal Funds | \$ 270,000.00 |
| Agency Match | \$270,000.00 |
| Total | \$ 540,000.00 |

Task Number 11-01-11-12
Program Name Enhanced Drunk Driving Enforcement (HUTF)
Contractor TBD
Program Manager Chase

Funds allocated to CDOT from the State Highway Users Tax Fund will be used to support impaired driving enforcement activities.

The funds are supplemental to other state and federal funding sources that also support statewide enforcement of impaired driving enforcement initiatives and will not be used to support other initiatives. These funds are being used as overall match for the NHTSA federal funds.

This project addresses measures:

- C-5.** Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)
- C-9.** Reduce the number of drivers age 20 or younger involved in fatal crashes. (FARS)

| | |
|--------------------|---|
| Evaluation Measure | # of agencies participating in enforcement periods. # of impaired driving arrests during enforcement periods. |
| Funding Source | State Funds |
| Program Area | K8 – Alcohol |

| <u>Cost Summary</u> | |
|----------------------|------------------------|
| Personal Services | \$ 1,000,022.00 |
| Operating Expenses | \$57,147.00 |
| Travel | \$ 3,000.00 |
| Contractual Services | |
| Other (indirects) | |
| Total | \$ 1,060,169.00 |
| | |
| Federal Funds | \$ 1,060,169.00 |
| Agency Match | |
| Total | \$ 1,060,169.00 |

Task Number 11-01-11-13
Program Name Law Enforcement Liaison
Contractor TBD
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 that the LEL participated in. # of agencies reporting to CDOT during enforcement periods. |
| Funding Source | 402 |
| Program Area | PT – Police Traffic Services |

Cost Summary

| | | |
|----------------------|-----------|------------------|
| Personal Services | \$ | - |
| Operating Expenses | | |
| Travel | | |
| Contractual Services | \$ | 80,000.00 |
| Other (indirects) | | |
| Total | \$ | 80,000.00 |
| | | |
| Federal Funds | \$ | 80,000.00 |
| Agency Match | | |
| Total | \$ | 80,000.00 |
| | | |
| Local Benefit | \$ | 80,000.00 |

Task Number 11-01-11-14
Program Name Denver DUI Enforcement
Contractor Denver Police Department (DPD)
Program Manager Roche

The Colorado FARS Fatal Tracker lists Denver as the city with the third most traffic fatalities in the State from 2006 through 2008. In 2008 Denver ranked number two of the top ten counties for traffic fatalities and in 2008, 30% of traffic fatalities in Denver were alcohol-related.

DPD will use the funds to support impaired driving enforcement episodes, including sobriety checkpoints and saturation blitzes, in coordination with CDOT enforcement activities.

Matching funds provided by grant recipient.

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 impaired driving arrests. FARS data on traffic fatalities and alcohol related fatalities. |
| Funding Source | 410 |
| Program Area | K8 – Alcohol |

Cost Summary

| | | |
|----------------------|-----------|------------------|
| Personal Services | \$ | 30,000.00 |
| Operating Expenses | \$ | 2,000.00 |
| Travel | | |
| Contractual Services | | |
| Other (indirects) | | |
| Total | \$ | 32,000.00 |
| | | |
| Federal Funds | \$ | 32,000.00 |
| Agency Match | \$ | 32,000.00 |
| Total | \$ | 64,000.00 |

Task Number 11-01-11-15
Program Name Smart Roads
Contractor Crossroads Turning Points, Inc.
Program Manager Erez

According to the 2010 Problem ID report, 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.

Matching funds provided by grant recipient.

This project addresses measures:

- 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 # of drivers age 20 or younger involved in fatal crashes

Evaluation Measure # of presentations. # of coalition partnerships.
 Funding Source 410
 Program Area K8 – Alcohol

Cost Summary

| | | |
|----------------------|-----------|-------------------|
| Personal Services | \$ | 40,000.00 |
| Operating Expenses | \$ | 6,000.00 |
| Travel | \$ | 4,000.00 |
| Contractual Services | | |
| Other (indirects) | | |
| Total | \$ | 50,000.00 |
| | | |
| Federal Funds | \$ | 50,000.00 |
| Agency Match | \$ | 50,000.00 |
| Total | \$ | 100,000.00 |

Task Number 11-01-11-16
Program Name Impaired Driving Prevention Programs
Contractor Auraria Police Department
Program Manager Guerrero

Impaired driving continues to be a significant health and safety issue for the college student population. According to the most recent National College Health Assessment (Fall 2009), 25% of students reported driving after drinking in the last 30 days. The CDOT 2010 Problem Identification report also lists the age group with the highest probability for crashing to be those ages 21-22, followed by drivers ages 19-20 and 23-25. This program will host two safety fairs at the Auraria Campus, home to Metropolitan State College of Denver, the Community College of Denver, and the University of Colorado - Denver. These safety fairs will give students hands-on training and information about the dangers and consequences of driving while impaired. The department also reaches out to other Campus Police Departments, such as the Aurora Community College, to assist in safety fairs and give presentations on the dangers of impaired driving to their student population.

Matching funds provided by grant recipient.

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 Decrease in incidences of impaired driving among college students on targeted campuses. # of contacts during safety fairs and presentations.
 Funding Source 410
 Program Area K8 – Alcohol

Cost Summary

| | | |
|----------------------|-----------|------------------|
| Personal Services | \$ | 13,000.00 |
| Operating Expenses | \$ | 7,000.00 |
| Travel | | |
| Contractual Services | | |
| Other (indirects) | | |
| Total | \$ | 20,000.00 |
| | | |
| Federal Funds | \$ | 20,000.00 |
| Agency Match | \$ | 20,000.00 |
| Total | \$ | 40,000.00 |

Task Number 11-01-11-17
Program Name High Visibility Impaired Driving Enforcement
Contractor Selected Colorado Law Enforcement
Program Manager Chase

High Visibility Impaired Driving Enforcement campaigns will be selected by problem identification to support CDOT's and NHTSA's High Visibility Enforcement (HVE) periods. The number of the HVE periods planned will bring the total of HVE periods in CDOT's strategic plan to at least twelve.

CDOT will partner with law enforcement agencies and the CDOT Public Relations Office in cities and counties that were identified in the Problem Identification report as having high alcohol-related crashes and fatalities. These HVE periods will be funded from State driver's license reinstatement fees recovered from suspended drivers and the funds are being used as overall match for the NHTSA federal funds.

This project addresses measures:

- C-5.** Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)
- C-9.** Reduce the number of drivers age 20 or younger involved in fatal crashes.

| | |
|--------------------|--|
| Evaluation Measure | # of agencies participating in enforcement periods. # of impaired driving arrests during enforcement periods. |
| Funding Source | State Funds |
| Program Area | K8 – Alcohol |

Cost Summary

| | |
|----------------------|------------------------|
| Personal Services | \$ 2,000,000.00 |
| Operating Expenses | |
| Travel | |
| Contractual Services | |
| Other (indirects) | |
| Total | \$ 2,000,000.00 |

| | |
|---------------|------------------------|
| Federal Funds | |
| Agency Match | \$ 2,000,000.00 |
| Total | \$ 2,000,000.00 |

Task Number 11-01-11-18
Program Name Drug Recognition Expert (DRE) Training
Contractor Office of Transportation Safety (OTS)
Program Manager Rocke

Using criteria adopted by the International Association of Chiefs of Police (IACP) 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 training and in-service training to schools, presented at different times and locations. NHTSA estimates that as many as 18% of all fatal crashes involve persons who have consumed drugs or a combination of drugs and alcohol. DRE evaluations in Colorado increased 31% from 2007 to 2009. Many Colorado law enforcement officers have little or 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.

Matching funds provided by attendees of the trainings.

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 Colorado DREs receiving update and advanced training in detecting drivers impaired by drugs. |
| Funding Source | 410 |
| Program Area | K8 – Alcohol |

Cost Summary

| | |
|----------------------|---------------------|
| Personal Services | \$ 50,000.00 |
| Operating Expenses | |
| Travel | |
| Contractual Services | |
| Other (indirects) | |
| Total | \$ 50,000.00 |

| | |
|---------------|---------------------|
| Federal Funds | \$ 50,000.00 |
| Agency Match | |
| Total | \$ 50,000.00 |

Task Number 11-01-11-19
Program Name Evidentiary Blood (Breath) Alcohol Testing Program (EBAT)
Contractor Colorado Department of Public Health and Environment
Program Manager Davis

These funds are dedicated as 410 match from the Colorado Department of Health and Environment (CDPHE). The funds are used by CDPHE to fund operations of the Evidentiary Blood (Breath) Alcohol Testing (EBAT) program. The EBAT program is an integral part of the strategic plan for CDOT's impaired driving enforcement countermeasures, and it supports efforts of 410 funded projects. These funds are being used as overall match for the NHTSA federal funds. The funds are state funds and are not used to match any other federal program.

This project addresses measures:

C-5. Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Evaluation Measure # and type of toxicological samples analyzed. # of intoxilyzers repaired. # number of trainings. # of impaired driving cases where CDPHE lab staff testimony was required.
 Funding Source State Funds
 Program Area K8 – Alcohol

Cost Summary

| | |
|----------------------|----------------------|
| Personal Services | \$ 350,000.00 |
| Operating Expenses | \$ 450,000.00 |
| Travel | |
| Contractual Services | |
| Other (indirects) | |
| Total | \$ 800,000.00 |

Federal Funds

| | |
|--------------|----------------------|
| Agency Match | \$ 800,000.00 |
| Total | \$ 800,000.00 |

| | |
|------------------------|-----------------------------------|
| Task Number | 11-01-11-20 |
| Program Name | DUI Administration |
| Contractor | Division of Motor Vehicles |
| Program Manager | Davis |

These funds are dedicated from the Division of Motor Vehicles, Department of Revenue (DOR) to be used as match for 410 alcohol countermeasures.

The funds are used by DOR for the administrative personal services costs of Appeal, judicial reviews, citation processing, express consent hearing section, interlock review, penalty assessment and the call center. These funds are being used as overall match for the NHTSA federal funds. The funds are state funds and are not used to match any other federal programs.

This project addresses measures:

C-5. Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

| | |
|--------------------|--|
| Evaluation Measure | # of appeals and judicial reviews. # of interlock reviews. |
| Funding Source | State Funds |
| Program Area | K8 – Alcohol |

Cost Summary

| | |
|----------------------|------------------------|
| Personal Services | \$ 1,850,000.00 |
| Operating Expenses | \$ 296,000.00 |
| Travel | |
| Contractual Services | |
| Other (indirects) | |
| <u>Total</u> | <u>\$ 2,146,000.00</u> |

| | |
|---------------------|------------------------|
| Federal Funds | |
| <u>Agency Match</u> | <u>\$ 2,146,000.00</u> |
| <u>Total</u> | <u>\$ 2,146,000.00</u> |

| | |
|------------------------|--|
| Task Number | 11-01-11-21 |
| Program Name | Denver Sobriety Court and Supervision Model |
| Contractor | City and County of Denver |
| Program Manager | Rocke |

The City and County of Denver seeks to actively address impaired driving by creating a comprehensive Sobriety Court and treatment model including judicial screening and oversight, jail and community treatment and supervision. Colorado Department of Motor Vehicle (DMV, 2009) research of a Driving Under Revocation/Suspension (DUR/S) sample sentenced to Denver County Jail during a 4-year period found that in 60% of cases, alcohol use was the root cause of driver's license revocations. When this sample was run against Denver County Court Probation data, it was discovered that 93% had a previous DUI, and 94% of these had 2 or more DUI charges.

The Jurisdiction to be served is the City and County of Denver, population 598,707 (U.S. Census Bureau Population Division, July 2008). In any given year between 2004 and 2008, an average of 21% of Denver County jail beds were consumed by sentenced misdemeanants whose lead charge was a severe traffic violation (STV).

Matching funds provided by grant recipient.

This project addresses measure:

- 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 persons completing the program and recidivating rates for those persons |
| Funding Source | 402 |
| Program Area | AL - Alcohol |

Cost Summary

| | |
|----------------------|----------------------|
| Personal Services | \$ 400,000.00 |
| Operating Expenses | |
| Travel | |
| Contractual Services | |
| Other (indirects) | |
| <u>Total</u> | <u>\$ 400,000.00</u> |
| | |
| Federal Funds | \$ 400,000.00 |
| Agency Match | \$ 100,000.00 |
| <u>Total</u> | <u>\$ 500,000.00</u> |
| | |
| <u>Local Benefit</u> | <u>\$ 400,000.00</u> |

Program Task Descriptions

2011 Safety Education and Enforcement Programs

Speed Enforcement



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 2008, 210 or 38.3% of 548 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 Office of Transportation Safety's 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.

Efforts and activities to increase Speed Enforcement include:

- Continued and increased speed enforcement efforts on I-25 through the Denver Metro area;
- Working with other local law enforcement agencies to improve their speed enforcement projects;
- Monitoring past projects throughout the state;
- Increasing the number of speed enforcement projects throughout the state.

| | |
|------------------------|---------------------------------------|
| Task Number | 11-02-21-01 |
| Program Name | Focused Speed Enforcement |
| Contractor | Denver Police Department (DPD) |
| Program Manager | Huddleston |

The City and County of Denver has often experienced some of the state's highest incidences of fatal motor vehicle crashes. In 2008, Denver was second highest in overall traffic fatalities and fourth in speed related traffic fatalities. Speed is most prevalent on interstates that are located in the City and County of Denver. Over one-third of Denver's Serious Bodily Injury (SBI) and fatal crashes attributed to speed occur on either I-70 or I-25.

The goal for this project will be a decrease of 5% in traffic fatalities and SBI from crashes on Denver's roadways. This project will focus on creating a dedicated speed enforcement effort on Denver roadways that have been identified as having a high number of speed related crashes. By utilizing officers paid for overtime hours, DPD will increase the number of officers who can focus on this issue through concentrated, repetitive, and high visibility enforcement of speeding violations. The objective is to significantly increase the number of citations issued for speed violations on targeted roadways (which can be adequately measured within the twelve month project period), when compared to citations issued during the same time period in previous years.

Matching funds provided by grant recipient.

This project addresses measures:

- C-1.** Reduce the number of traffic fatalities (FARS)
- C-2.** Reduce the number of serious injuries in traffic crashes (FARS)
- C-6.** Reduce the number of speeding-related fatalities (FARS)

| | |
|--------------------|---|
| Evaluation Measure | # of speed enforcement related events. # of speed related citations issued. |
| Funding Source | 402 |
| Program Area | SE – Speed Enforcement |

Cost Summary

| | | |
|----------------------|-----------|-------------------|
| Personal Services | \$ | 93,000.00 |
| Operating Expenses | | |
| Travel | | |
| Contractual Services | | |
| Other (indirects) | | |
| Total | \$ | 93,000.00 |
| | | |
| Federal Funds | \$ | 93,000.00 |
| Agency Match | \$ | 31,769.00 |
| Total | \$ | 124,769.00 |
| | | |
| Local Benefit | \$ | 93,000.00 |

Task Number 11-02-21-02
Program Name Aurora Highway Safety Campaign
Contractor Aurora Police Department
Program Manager Huddleston

Excessive speeds that contribute to crashes are currently the biggest challenge on the interstate highways that run through the City of Aurora (I-225 and I-70). In 2009, there were 733 crashes on those highways within the City of Aurora. Speed was a factor in 514 (70%) of the crashes. The goal is to reduce crashes on highways, and to gain voluntary compliance of the model traffic code by the motoring public, specifically with regards to speeding violations, on the highways within the City of Aurora.

Matching funds provided by grant recipient.

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 # of speed enforcement events on two locations. # of citations issued and crashes. # of crashes and injuries.
 Funding Source 402
 Program Area SE – Speed Enforcement

| | |
|----------------------|---------------------|
| Cost Summary | |
| Personal Services | \$ 40,000.00 |
| Operating Expenses | \$ 10,000.00 |
| Travel | |
| Contractual Services | |
| Other (indirects) | |
| Total | \$ 50,000.00 |
| Federal Funds | \$ 50,000.00 |
| Agency Match | \$ 20,000.00 |
| Total | \$ 70,000.00 |
| Local Benefit | \$ 50,000.00 |

Task Number 11-02-21-03
Program Name Reducing the Number of Speed Related Crashes
Contractor Thornton Police Department (TPD)
Program Manager Huddleston

This project will focus on reducing the number of speed related traffic crashes that occur within the City of Thornton through nighttime speed enforcement. The goals are to improve traffic safety within the City of Thornton and reduce the number of speed related injury and fatal crashes by 5%. Through night time speed enforcement the TPD is prepared to address other violations encountered such as DUI and Failure to Use Safety Belts during the course of the project. TPD officers will take appropriate enforcement action where other violations of the law are concerned.

Matching funds provided by grant recipient.

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

Evaluation Measure # of speed and other citations issued. # of speed related crashes and fatalities.
 Funding Source 402
 Program Area SE – Speed Enforcement

| | |
|----------------------|---------------------|
| Cost Summary | |
| Personal Services | \$ 7,600.00 |
| Operating Expenses | \$ 7,400.00 |
| Travel | |
| Contractual Services | |
| Other (indirects) | |
| Total | \$ 15,000.00 |
| Federal Funds | \$ 15,000.00 |
| Agency Match | \$ 6,473.00 |
| Total | \$ 21,473.00 |
| Local Benefit | \$ 15,000.00 |

Program Task Descriptions

2011 Safety Education and Enforcement Programs

Traffic Records



Glenwood Motor Club

TRAFFIC RECORDS

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 for 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 Project is fundamental to Traffic and Safety Programs, assuring that CDOT and other agencies are expending resources in the most effective ways.

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.

Colorado's Traffic Records Program was most recently assessed in the fall of 2009. STRAC, other partners, and stakeholders have reviewed the recommendations from the assessment and are developing a strategic plan to address them.

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:

- Identifying and fulfilling user requirements for traffic safety information;
- Providing analyses for decision making, policy formulation, and resource allocation;
- Establishing a multi-agency data dictionary and common standards for data compatibility and comparability;
- Effecting timely and accurate data collection and transfer among agencies and users;
- Developing strategies to consolidate data from disparate sources for analysis and reporting;
- Collaborating with state and local agencies to assess the impact of driver behavior on the number and severity of crashes, and to effect appropriate countermeasures.

Task Number 11-04-41-01
Program Name 2011 Problem Identification Report
Contractor TBD
Program Manager Gould

Conducting the Problem ID report process continues the ongoing effort necessary to support program and project development and evaluation. Project 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

| | |
|----------------------|--------------|
| <hr/> | |
| Personal Services | |
| Operating Expenses | |
| Travel | |
| Contractual Services | \$ 75,000.00 |
| Other (indirects) | |
| <hr/> | |
| Total | \$ 75,000.00 |
| <hr/> | |
| Federal Funds | \$ 75,000.00 |
| Agency Match | |
| <hr/> | |
| Total | \$ 75,000.00 |
| <hr/> | |

Task Number 11-04-41-02
Program Name OTS Annual Report and Other OTS Publications
Contractor Action Staffing
Program Manager Gould

The Contractor will produce the Highway Safety Program Annual Report that summarizes and evaluates the effectiveness of the activities in the Colorado Integrated Safety Plan 2011-2014 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 | | |
| Operating Expenses | | |
| Travel | | |
| Contractual Services | \$ | 35,000.00 |
| Other (indirects) | | |
| <u>Total</u> | <u>\$</u> | <u>35,000.00</u> |
| | | |
| Federal Funds | \$ | 35,000.00 |
| Agency Match | | |
| <u>Total</u> | <u>\$</u> | <u>35,000.00</u> |

Task Number 11-04-41-03
Program Name Emergency Medical Services (EMS) and Trauma Registry Data
Contractor Colorado Department of Public Health and Environment (CDPHE)
Program Manager Rocke

A primary goal of the State Traffic Record Advisory Committee's (STRAC's) Strategic Plan is to develop a comprehensive integrated traffic records system in Colorado that is accurate, complete, timely, and accessible. This project 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 project will expand, improve, and refine the process of the crash and hospital data linkage projects that originally began in 2001. This project will also purchase the Linksolv software to standardize the processes for linking EMS, trauma registry, and traffic accident report data files.

Matching funds provided by grant recipient.

This project addresses measures:

- 10. Increase the completeness of the state EMS database by increasing the percent of transport agencies reporting to the state EMS database to 90% by January 2012.
- 11. Increase the percent of patient care report records submitted to the state EMS database within 90 days of the event to 90% by January 2012.

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 – Data Incentive

Cost Summary

| | | |
|----------------------|-----------|-------------------|
| Personal Services | \$ | 80,469.00 |
| Operating Expenses | \$ | 15,543.00 |
| Travel | | |
| Contractual Services | | |
| Other (indirects) | | |
| Total | \$ | 96,012.00 |
| | | |
| Federal Funds | \$ | 96,012.00 |
| Agency Match | \$ | 19,250.00 |
| Total | \$ | 115,262.00 |

Task Number 11-04-41-04
Program Name Crash Data Location Coding
Contractor Colorado Department of Transportation
Program Manager Davis

These are State funds dedicated as match for the 408 Traffic Safety Information System Improvement Grant program.

The Colorado Department of Transportation (CDOT) recently received a large backlog of crash data (over 500,000 records) from the Department of Revenue (DOR) and will need assistance in location coding and quality control of this data. Many agencies, including CDOT, rely on this data for a variety of engineering and behavioral studies to help improve safety on the roads in Colorado. Although the report filled out by Law Enforcement is the official copy of the crash, many of the data fields need to be checked and sometimes corrected for consistency, along with the proper location coding of where on the roadway network the crash happened, in order to facilitate uniform data querying. Staff will assist in validating this crash data and getting it into the database systems in a timely manner.

This project addresses measure:

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.

| | |
|--------------------|--|
| Evaluation Measure | # of crash records verified and coded. |
| Funding Source | State Funds |
| Program Area | K9 – Data Incentive |

Cost Summary

| | |
|----------------------|----------------------|
| Personal Services | \$ 250,000.00 |
| Operating Expenses | |
| Travel | |
| Contractual Services | |
| Other (indirects) | |
| <u>Total</u> | <u>\$ 250,000.00</u> |

Federal Funds

| | |
|--------------|----------------------|
| Agency Match | \$ 250,000.00 |
| <u>Total</u> | <u>\$ 250,000.00</u> |

Program Task Descriptions

2011 Safety Education and Enforcement Programs

Occupant Protection



OCCUPANT PROTECTION

Overall seat belt use by adult occupants of vehicles has increased substantially from 55.5% in 1995 to 81.7% in 2008. Child safety seat use has increased from 79% in 1997 to 86.9% in 2008.

Seat belt use by children ages 5 to 15 has also increased significantly from 48.8% in 1997 to 71.3% in 2008. The 2008 teen seat belt use rate was 79.2%. Rural areas of the state continue to have lower safety belt use rates than the state as a whole, as do drivers and passengers of pickup trucks (70.2%).

Seat belt programs strategically targeted to high risk populations, including children, teens and pickup truck drivers, are essential to increasing safety belt use.

Based on the 2010 CDOT Problem ID report, analysis of the 2004 crash data and the 2008 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, and Pueblo counties; rural areas including 10 Regional Emergency Medical and Trauma Advisory Councils (RETACs) and the Southern Ute Tribe as well as numerous 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 use;
- Providing support to rural communities to address low seat belt use rates.

Task Number 11-06-61-01
Program Name Southwest Colorado Child and Adolescent Safety
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 2010 Problem Identification report, La Plata County has the 4th lowest rate of observed car seat/booster seat use for Children 0-4 at about 77%. The 2009 seatbelt survey shows that the Western region of Colorado has the lowest seatbelt use 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 use 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, fitting 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 Southern Ute tribal members and other Native Americans.

Matching funds provided by grant recipient.

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 | # of seats installed, # of fitting stations, # of check up events and # of trainings. |
| Funding Source | 402 |
| Program Area | OP – Occupant Protection |

Cost Summary

| | | |
|----------------------|-----------|------------------|
| Personal Services | \$ | 50,000.00 |
| Operating Expenses | \$ | 10,000.00 |
| Travel | \$ | 5,000.00 |
| Contractual Services | | |
| Other (indirects) | | |
| Total | \$ | 65,000.00 |
| | | |
| Federal Funds | \$ | 65,000.00 |
| Agency Match | \$ | 16,250.00 |
| Total | \$ | 81,250.00 |
| | | |
| Local Benefit | \$ | 65,000.00 |

Task Number 11-06-61-02
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 2009, among children 0-4 years old, there were 21 fatalities where 33% were unrestrained. Among children 5-15 years of age there were 55 fatalities where 31% were unrestrained. The Colorado State Patrol will decrease the number of deaths and injuries to children through a combined education and outreach program designed to increase the correct use of occupant protection systems in vehicles. The program will support all seat belt use with special emphasis on establishing and maintaining state-wide Child Passenger Safety (CPS) fitting stations, education and training. Contracted services include personnel and operating costs for the Statewide Child Passenger Safety Coordinator.

Matching funds provided by grant recipient.

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 | # of fitting stations, # of training, # of people trained. |
| Funding Source | 405 |
| Program Area | K2 – Occupant Protection |

Cost Summary

| | | |
|----------------------|-----------|-------------------|
| Personal Services | \$ | 14,000.00 |
| Operating Expenses | \$ | 96,500.00 |
| Travel | \$ | 9,500.00 |
| Contractual Services | \$ | 55,000.00 |
| Other (indirects) | | |
| Total | \$ | 175,000.00 |
| | | |
| Federal Funds | \$ | 175,000.00 |
| Agency Match | \$ | 43,750.00 |
| Total | \$ | 218,750.00 |

Task Number 11-06-61-03
Program Name Teen Motor Vehicle Safety and Child Passenger Safety Project
Contractor Mesa County Health Department
Program Manager Guerrero

Motor Vehicle crashes are the leading cause of injuries and fatalities among children and young adults in Mesa County. In Mesa County, more than 90% of child restraints inspected by Child Passenger Safety (CPS) technicians are improperly installed. According to Colorado Best Practices, when correctly installed and used, child safety seats reduce the risk of death by up to 71% for infants and 54% for toddlers ages 1-4. Seat belt use for Mesa County youth ages 16-20 is 71.3%, 9.3% below the 2009 state rate of 80.6%. 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.

Matching funds provided by grant recipient.

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 # of safety seats inspected and corrected, # of teens and parents trained, # of presentations.
 Funding Source 402
 Program Area OP – Occupant Protection

Cost Summary

| | | |
|----------------------|-----------|------------------|
| Personal Services | \$ | 19,619.00 |
| Operating Expenses | \$ | 17,881.00 |
| Travel | \$ | 1,000.00 |
| Contractual Services | \$ | 1,500.00 |
| Other (indirects) | | |
| Total | \$ | 40,000.00 |
| | | |
| Federal Funds | \$ | 40,000.00 |
| Agency Match | \$ | 10,000.00 |
| Total | \$ | 50,000.00 |
| | | |
| Local Benefit | \$ | 40,000.00 |

Task Number 11-06-61-04
Program Name Hispanic Teen Driving Initiative
Contractor Heinrich Hispanidad
Program Manager Erez

According to NHTSA, more than 4,000 teens die in car crashes each year, making these crashes the leading cause of death for teenagers between 16 and 19. Seat belt use rates in Colorado among teens, was 82.2% in 2010. Enforcement of the GDL laws coupled with messaging specifically designed to reach this age group has helped to rank Colorado as highest of the safest places for teen drivers. However, to reduce death and injuries from crashes, Hispanic teens and their parents will greatly benefit from culturally relevant messaging. This project will create awareness among teens by using social media outlets, PSAs, radio, billboards and school newsletters. Heinrich will work with community organizations to present safe driving to teens in schools and other venues. Heinrich will also continue child passenger safety education and fit station operations.

Matching funds provided by grant recipient.

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

Evaluation Measure # of community sessions and media campaigns. # of check up events and seats installed.
 Funding Source 402
 Program Area OP – Occupant Protection

Cost Summary

| | | |
|----------------------|-----------|-------------------|
| Personal Services | \$ | 63,000.00 |
| Operating Expenses | \$ | 20,000.00 |
| Travel | \$ | 2,000.00 |
| Contractual Services | | |
| Other (indirects) | | |
| Total | \$ | 85,000.00 |
| | | |
| Federal Funds | \$ | 85,000.00 |
| Agency Match | \$ | 21,250.00 |
| Total | \$ | 106,250.00 |
| | | |
| Local Benefit | \$ | 2,500.00 |

Task Number 11-06-61-05
Program Name African American Occupant Protection
Contractor BurksComm
Program Manager Erez

According to the CDOT FY 2010 Problem ID report, 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 counterparts.

The purpose of this project is to educate African Americans in Denver, Colorado Springs, and Pueblo about 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%.

Matching funds provided by grant recipient.

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 | # of community coalitions developed, # of educational trainings. |
| Funding Source | 402 |
| Program Area | OP – Occupant Protection |

Cost Summary

| | | |
|----------------------|-----------|-------------------|
| Personal Services | \$ | 58,000.00 |
| Operating Expenses | \$ | 16,000.00 |
| Travel | \$ | 1,000.00 |
| Contractual Services | \$ | 12,000.00 |
| Other (indirects) | | |
| Total | \$ | 87,000.00 |
| | | |
| Federal Funds | \$ | 87,000.00 |
| Agency Match | \$ | 18,750.00 |
| Total | \$ | 105,750.00 |
| | | |
| Local Benefit | \$ | 5,000.00 |

Task Number 11-06-61-06
Program Name Buckle Up For Love
Contractor Denver Osteopathic Foundation
Program Manager Huddleston

The 2010 Problem ID report states that nearly 30% of children ages 5-15 were improperly restrained. Douglas (72%) and Arapahoe (73%) counties had the second and third lowest observed rates of child car seat/booster seat use. The purpose of this project is to increase booster seat use, increase education for teen-age mothers on the proper use of child passenger safety seats, and increase safe behavior and knowledge about safety issues among Pre-K – 1st grade students at selected elementary schools in the Denver Metro area (Denver, Douglas, and 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 seat belt and safety seat use among teen mothers, creating parent newsletters (English/Spanish), making 100 booster seats available to families in need, and providing child passenger safety interactive programs for parents and children, including programs at health fairs and safety events. Contracted services include costs for off-duty paramedics and firefighters to present on consequences of not using seat belts.

Matching funds provided by grant recipient.

This project addresses measures:

- C-1.** Reduce the number of traffic fatalities
- C-2.** Reduce the number of serious injuries in traffic crashes
- B-1.** Increase the observed seat belt use for passenger vehicles

Evaluation Measure # of educational presentations.
 Funding Source 402
 Program Area OP – Occupant Protection

Cost Summary

| | | |
|----------------------|-----------|------------------|
| Personal Services | \$ | 9,787.00 |
| Operating Expenses | \$ | 15,331.00 |
| Travel | \$ | 600.00 |
| Contractual Services | \$ | 7,000.00 |
| Other (indirects) | | |
| Total | \$ | 32,718.00 |

| | | |
|---------------|-----------|------------------|
| Federal Funds | \$ | 32,718.00 |
| Agency Match | \$ | 10,900.00 |
| Total | \$ | 43,618.00 |

| | | |
|----------------------|-----------|------------------|
| Local Benefit | \$ | 32,718.00 |
|----------------------|-----------|------------------|

Task Number 11-06-61-07
Program Name Save A Friend, Save Yourself
Contractor Denver Osteopathic Foundation
Program Manager Huddleston

According to the 2009 Child Safety Restraint System and the CDOT Juvenile Seat Belt Study, the combined front seat and rear seat belt use for juveniles (5-15 years) was 73.7% in 2009. The 2010 Problem ID reports that slightly more than one in ten of the youngest children were not properly 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 – 8th grade students and their parents for 1500 students at selected elementary schools in the Denver metro area (Denver, Douglas, and Arapahoe counties, with outreach to rural Colorado). Contracted services include costs for off-duty paramedics and firefighters to present on consequences of not using seat belts.

Matching funds provided by grant recipient.

This project addresses measures:

- C-1.** Reduce the number of traffic fatalities
- C-2.** Reduce the number of serious injuries in traffic crashes
- B-1.** Increase the observed seat belt use for passenger vehicles

Evaluation Measure # of educational presentations.
 Funding Source 402
 Program Area OP – Occupant Protection

Cost Summary

| | | |
|----------------------|-----------|------------------|
| Personal Services | \$ | 8,000.00 |
| Operating Expenses | \$ | 10,650.00 |
| Travel | \$ | 600.00 |
| Contractual Services | \$ | 7,000.00 |
| Other (indirects) | | |
| Total | \$ | 26,250.00 |

| | | |
|---------------|-----------|------------------|
| Federal Funds | \$ | 26,250.00 |
| Agency Match | \$ | 9,250.00 |
| Total | \$ | 35,500.00 |

| | | |
|----------------------|-----------|------------------|
| Local Benefit | \$ | 26,250.00 |
|----------------------|-----------|------------------|

Task Number 11-06-61-08
Program Name Occupant Protection Technology Transfer
Contractor TBD
Program Manager Chase

The purpose of the Occupant Protection Technology Transfer funds is to provide training, community outreach, and coalition building for the Traffic Safety Education Programs. The funds are also used to send non-CDOT employees to National Conferences such as the 2011 Lifesavers Conference and the 2011 “Kidz in Motion” conference.

This project addresses measures:

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

| | |
|--------------------|-------------------------|
| Evaluation Measure | # of people trained. |
| Funding Source | 402 |
| Program Area | OP- Occupant Protection |

Cost Summary

| | |
|-----------------------------|---------------------|
| <u>Personal Services</u> | |
| Operating Expenses | \$ 3,000.00 |
| Travel | \$ 7,000.00 |
| <u>Contractual Services</u> | |
| <u>Other (indirects)</u> | |
| <u>Total</u> | <u>\$ 10,000.00</u> |
| | |
| Federal Funds | \$ 10,000.00 |
| <u>Agency Match</u> | |
| <u>Total</u> | <u>\$ 10,000.00</u> |

Task Number 11-06-61-09
Program Name Latino Community Seat Belt Safety
Contractor Crossroads Turning Points, Inc.
Program Manager Erez

Pueblo County has the third highest crash risk, according to the CDOT FY 2010 Problem ID report. Pueblo had 21 fatal crashes out of 473 statewide and 26 fatalities out of 548 statewide. Overall seatbelt use is 79% and only 63% of juvenile are restrained. The odds of crash involvement for young drivers are at 10% which is the worst out of 64 Colorado counties.

The purpose of this project is to address low seat belt use rates by 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.

Matching funds provided by grant recipient.

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 | # of check-up events and seats installed. # of community sessions. |
| Funding Source | 405 |
| Program Area | K2 – Occupant Protection |

Cost Summary

| | | |
|----------------------|-----------|------------------|
| Personal Services | \$ | 40,000.00 |
| Operating Expenses | \$ | 31,000.00 |
| Travel | \$ | 4,000.00 |
| Contractual Services | | |
| Other (indirects) | | |
| Total | \$ | 75,000.00 |
| | | |
| Federal Funds | \$ | 75,000.00 |
| Agency Match | \$ | 18,750.00 |
| Total | \$ | 93,750.00 |

Task Number 11-06-61-10
Program Name Lead the Click, Drive for Life
Contractor City of Woodland Park
Program Manager Guerrero

Teller County is a rural central mountain community located fifteen miles west of Colorado Springs, with a population of 21,685. Youth under the age of 18 make up 20.3% or one fifth of the population in Teller County. According to the 2009 Healthy Kids Colorado Survey, the percentage of student seat belt use in RE-2 Woodland Park High School was 52%, and the percentage of student seat belt use in RE-1 Cripple Creek High Schools was 40%. Based on low seatbelt compliance in Teller County, an online survey will be established to measure baseline seatbelt use and attitudes of students, parents, and community members as well as awareness and use of available resources. This project will deliver presentations to students, parents, and community members to increase awareness, access, and use of educational information and tools targeted toward increasing seat belt use, driver safety, and preventing alcohol and drug impaired driving. Contracted service costs include survey development, data collection and analysis.

Matching funds provided by grant recipient.

This project addresses measures:

- C-1.** Reduce the number of traffic fatalities
- 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 | # of surveys administered to students, # of presentations delivered to students |
| Funding Source | 402 |
| Program Area | OP-Occupant Protection |

Cost Summary

| | | |
|----------------------|-----------|------------------|
| Personal Services | \$ | 15,177.00 |
| Operating Expenses | \$ | 22,797.00 |
| Travel | \$ | 651.00 |
| Contractual Services | \$ | 3,375.00 |
| Capital Equip | | |
| Total | \$ | 42,000.00 |
| | | |
| Federal Funds | \$ | 42,000.00 |
| Agency Match | \$ | 10,500.00 |
| Total | \$ | 52,500.00 |
| | | |
| Local Benefit | \$ | 42,000.00 |

Task Number 11-06-61-11
Program Name Click It or Ticket- Occupant Protection Enforcement
Contractor Colorado State Patrol
Program Manager Chase

Click It or Ticket is the most successful seat belt campaign ever held, helping create the highest national seat belt use rate of 83% for 2008.

The CSP will provide 4,831 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 use surveys with staff.

The CSP allocates funding to all 19 Troop Offices depending on the compliance rate in each of those specific areas.

Matching funds provided by grant recipient.

This project addresses measures:

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

| | |
|--------------------|---------------------------------|
| Evaluation Measure | # of seatbelt citations issued. |
| Funding Source | 405 |
| Program Area | K2 – Occupant Protection |

Cost Summary

| | |
|----------------------|----------------------|
| Personal Services | \$ 300,000.00 |
| Operating Expenses | |
| Travel | |
| Contractual Services | |
| Other (indirects) | |
| Total | \$ 300,000.00 |

| | |
|---------------|----------------------|
| Federal Funds | \$ 300,000.00 |
| Agency Match | \$ 100,000.00 |
| Total | \$ 400,000.00 |

Task Number 11-06-61-12
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 held, helping create the highest national seat belt use rate of 83% for 2008.

With 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 by using 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) | |
| <u>Total</u> | <u>\$ 275,000.00</u> |
| Federal Funds | \$ 275,000.00 |
| Agency Match | |
| <u>Total</u> | <u>\$ 275,000.00</u> |
| <u>Local Benefit</u> | <u>\$ 275,000.00</u> |

Task Number 11-06-61-13
Program Name Aurora P.A.R.T.Y. (Prevent Alcohol and Risk Related Trauma in Youth) Program
Contractor University of Colorado Hospital
Program Manager Guerrero

Teen drivers represent nearly 6% of licensed Colorado drivers, but account for more than 11% of all traffic fatalities in the state. In Colorado in 2008, 65 individuals between the ages of 16 to 20 were killed in traffic crashes. According to National Highway Traffic Safety Administration (NHTSA) Fatality Analysis Reporting (FARS), there were 10 individuals aged 16 to 20 who were killed in motor vehicle crashes in Aurora, Colorado. This program targets area high schools in Denver and Aurora, educating approximately 25-40 students at a time. The program educates adolescents about the risks of impaired and distracted driving through a one-day course consisting of medical expert lectures, simulations with law enforcement officers, and role-playing experiences in the Emergency Department, family notification room, and morgue at the University of Colorado Hospital.

Matching funds provided by grant recipient.

This project addresses measures:

- C-1** Reduce the number of traffic fatalities
- C-9** Reduce the number of drivers age 20 or younger involved in fatal crashes

Evaluation Measure # of courses conducted, # of surveys completed before and after each session.
 Funding Source 402
 Program Area OP – Occupant Protection

Cost Summary

| | | |
|----------------------|-----------|------------------|
| Personal Services | \$ | 7,000.00 |
| Operating Expenses | \$ | 7,425.00 |
| Travel | \$ | 600.00 |
| Contractual Services | | |
| Other (indirects) | | |
| Total | \$ | 15,025.00 |
| | | |
| Federal Funds | \$ | 15,025.00 |
| Agency Match | \$ | 34,000.00 |
| Total | \$ | 49,025.00 |

Task Number 11-06-61-14
Program Name OP Mini Grants
Contractor TBD
Program Manager Erez

Various rural organizations from high risk counties identified in the CDOT FY 2010 Problem ID report 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 appointment, distributing safety materials, and conducting youth and adult safety classes.

Agencies within high risk counties, as identified in the CDOT FY 2010 Problem ID report, will be sent information on how to apply for 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 | # of seats installed, # of fitting stations. # of educational trainings/sessions. |
| Funding Source | 402 |
| Program Area | OP – Occupant Protection |

Cost Summary

| | | |
|----------------------|-----------|------------------|
| Personal Services | \$ | 19,500.00 |
| Operating Expenses | \$ | 30,000.00 |
| Travel | \$ | 500.00 |
| Contractual Services | | |
| Other (indirects) | | |
| Total | \$ | 50,000.00 |
| | | |
| Federal Funds | \$ | 50,000.00 |
| Agency Match | | |
| Total | \$ | 50,000.00 |
| | | |
| Local Benefit | \$ | 50,000.00 |

Task Number 11-06-61-15
Program Name Foothills School-Based Teen Driver Safety
Contractor Drive Smart Evergreen/Conifer
Program Manager Guerrero

Research results from the National Highway Transportation Safety Administration (NHTSA) and the Centers for Disease Control (CDC) report teens crash and suffer resultant injuries and/or death because of (1) inexperience, (2) distraction, (3) insufficient driving instruction, (4) risk-taking propensities (including not wearing a seatbelt), and (5) impairment by alcohol and/or illegal drugs. Furthermore, foothills teen drivers from Clear Creek High School, Conifer High School, Evergreen High School and Platte Canyon High School face exceptional driving challenges by having to navigate obstacles including steep and curvy mountain roads with blind spots, wildlife, and adverse weather conditions. The project's goal is to reduce the number of young drivers crashing, and suffering serious injuries and fatalities in the target foothills communities. Methods used will include incorporating comprehensive safety programs in the targeted high schools such as Battle of the Belt peer-to-peer safety belt contests, positive-reinforcement seat belt checks, creative peer-led activities, and Graduated Drivers Licensing (GDL) trivia games to increase parents' and teens' understanding of GDL Laws. Contracted costs include stipends for high school liaisons to assist with peer coalitions and training and education.

Matching funds provided by grant recipient.

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 # of safety programs created and presented, # of people contacted.
 Funding Source 402
 Program Area OP- Occupant Protection

| <u>Cost Summary</u> | |
|----------------------|---------------------|
| Personal Services | \$ 10,000.00 |
| Operating Expenses | \$ 19,000.00 |
| Travel | \$ 1,000.00 |
| Contractual Services | \$ 16,500.00 |
| Other (indirects) | |
| Total | \$ 46,500.00 |
| | |
| Federal Funds | \$ 46,500.00 |
| Agency Match | \$ 11,325.00 |
| Total | \$ 57,825.00 |
| | |
| Local Benefit | \$ 41,500.00 |

Task Number 11-06-61-16
Program Name Safe Kids Larimer County CPS Program
Contractor Poudre Valley Hospital
Program Manager Erez

According to the Colorado Department of Public Health and Environment, motor vehicle crashes are the leading cause of injury and 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 a hospital fitting station for newborns at Poudre Valley Hospital to assist with the proper installation of their rear-facing child restraint, and educating and distributing 300 car seats to families in need in Larimer County targeting low income families. Contracted services include costs for CPS technicians time for various activities.

Matching funds provided by grant recipient.

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 | # of seats distributed and installed # of pediatric ambulance restraints installed. |
| Funding Source | 402 |
| Program Area | OP – Occupant Protection |

Cost Summary

| | | |
|----------------------|-----------|------------------|
| Personal Services | \$ | 21,400.00 |
| Operating Expenses | \$ | 15,000.00 |
| Travel | | |
| Contractual Services | \$ | 5,000.00 |
| Other (indirects) | \$ | 3,600.00 |
| Total | \$ | 45,000.00 |

| | | |
|---------------|-----------|------------------|
| Federal Funds | \$ | 45,000.00 |
| Agency Match | \$ | 11,250.00 |
| Total | \$ | 56,250.00 |

| | | |
|----------------------|-----------|------------------|
| Local Benefit | \$ | 45,000.00 |
|----------------------|-----------|------------------|

Task Number 11-06-61-17
Program Name Seat Belt Survey
Contractor Colorado State University
Program Manager Erez

Colorado remains a secondary seat belt law state with an estimated seat belt use rate of 81.1% in 2009. Nationally the use rate ranges from 55.7% to 97.2%.

The purpose of this project is to survey Colorado's seat belt use rate. The survey results will assist the State Highway Safety Office in their efforts to increase the rate to 85% or higher, and to increase Coloradoans' awareness of the importance of wearing seat belts 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 | \$ | 155,000.00 |
| Operating Expenses | \$ | 10,000.00 |
| Travel | \$ | 60,000.00 |
| Contractual Services | | |
| Other (indirects) | | |
| Total | \$ | 225,000.00 |
| <hr/> | | |
| Federal Funds | \$ | 225,000.00 |
| Agency Match | | |
| Total | \$ | 225,000.00 |

Task Number 11-06-61-18
Program Name Teen Motor Vehicle Safety
Contractor Drive Smart Colorado
Program Manager Guerrero

Teens represent nearly 6% of licensed Colorado drivers, but account for more than 11% of all traffic fatalities in the state. In Colorado in 2008, 65 individuals between the ages of 16 to 20 were killed in crashes, according to National Highway Traffic Safety Administration (NHTSA) Fatality Analysis Reporting (FARS). El Paso County is one of the most populated Colorado Counties and had the most traffic fatalities in 2008. 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 use 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), to increase seat belt use and educate parent's regarding their role in keeping their teens safe while driving. Contracted services include costs to produce a video on teen motor safety.

Matching funds provided by grant recipient.

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 # of participants for each Graduated Driving Law (GDL) course.
 Funding Source 402
 Program Area OP - Occupant Protection

Cost Summary

| | | |
|----------------------|-----------|------------------|
| Personal Services | \$ | 29,700.00 |
| Operating Expenses | \$ | 9,000.00 |
| Travel | \$ | 468.00 |
| Contractual Services | \$ | 1,832.00 |
| Other (indirects) | | |
| Total | \$ | 41,000.00 |
| Federal Funds | \$ | 41,000.00 |
| Agency Match | \$ | 14,000.00 |
| Total | \$ | 55,000.00 |
| Local Benefit | \$ | 41,000.00 |

Task Number 11-06-61-19
Program Name Teen Motor Vehicle Safety Project – Phase III
Contractor Pueblo Health Department
Program Manager Guerrero

Pueblo County represents one of the top 10 counties in Colorado for motor vehicle fatalities with percentage increases in years 2007 and 2008 (53% and 13% respectively) from the Colorado Traffic Safety Facts data 2004-2008. A similar report released in 2010 by the Colorado Department of Transportation (CDOT) identified Pueblo as having six of the worst twenty zip codes where young drivers have the highest odds of crash involvement (2010 CDOT Problem ID report). These statistics prompted the Pueblo City-County Health Department (PCCHD) to collaborate with various community agencies in Pueblo to improve motor vehicle safety. As a result, classes were organized and offered free of charge to empower and educate parents on how to work with their teens, help them become safer drivers, and teach them about the Graduated Driver’s Licensing laws (GDL). Contracted services include driver education instructor costs.

Matching funds provided by grant recipient.

This project addresses measures:

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

| | |
|--------------------|---|
| Evaluation Measure | # of teens and adults directly served and number of intervention hours. # of pre- and post-survey results from teens and their parents. |
| Funding Source | 402 |
| Program Area | OP- Occupant Protection |

Cost Summary

| | | |
|----------------------|-----------|------------------|
| Personal Services | \$ | 10,300.00 |
| Operating Expenses | \$ | 7,485.00 |
| Travel | | |
| Contractual Services | \$ | 7,215.00 |
| Other (indirects) | | |
| Total | \$ | 25,000.00 |
| | | |
| Federal Funds | \$ | 25,000.00 |
| Agency Match | \$ | 6,250.00 |
| Total | \$ | 31,250.00 |
| | | |
| Local Benefit | \$ | 25,000.00 |

Task Number 11-06-61-20
Program Name Child Passenger Safety (CPS) Program Expansion to the Underserved
Contractor Drive Smart Evergreen/Conifer
Program Manager Guerrero

According to the CDOT 2010 Problem ID report, Jefferson County is a high-risk county, ranking 17th out of 20 counties in car seat/booster seat use. 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). National Highway Traffic Safety Administration (NHTSA) research shows that proper car seat, booster seat and seat belt use dramatically reduces injury and death among child passengers. This program works to train certified car seat technicians to ensure that parents have the knowledge to properly restrain their children. It also supplies low-cost car seats to families in the foothill communities of Jefferson, Clear Creek and Park Counties who otherwise might not be able to purchase them. In addition to car seat checks, this program will continue the Buckle Bear Presentation, which is part of a study supported by NHTSA to motivate preschoolers and grade-schoolers to take some responsibility for their own passenger safety. Contracted services include costs for Buckle Bear coordinators and presenters and a Child Passenger Safety coordinator.

Matching funds provided by grant recipient.

This project addresses measures:

- C-1** Reduce the number of traffic fatalities
- C-4** Reduce the number of unrestrained passenger vehicles occupant fatalities, all seat positions
- B-1** Increase the observed seat belt use for passenger vehicles

Evaluation Measure # of car seat checks.
 Funding Source 402
 Program Area OP- Occupant Protection

Cost Summary

| | | |
|----------------------|-----------|------------------|
| Personal Services | \$ | 10,000.00 |
| Operating Expenses | \$ | 26,500.00 |
| Travel | \$ | 1,000.00 |
| Contractual Services | \$ | 20,500.00 |
| Capital Equip | | |
| Other (indirects) | | |
| Total | \$ | 58,000.00 |
| | | |
| Federal Funds | \$ | 58,000.00 |
| Agency Match | \$ | 14,500.00 |
| Total | \$ | 72,500.00 |
| | | |
| Local Benefit | \$ | 58,000.00 |

Task Number 11-06-61-21
Program Name Teen Traffic Campaign
Contractor Mile High RETAC
Program Manager Erez

Despite legislative efforts such as Graduated Driver’s Licensing (GDL) for teen drivers, Colorado continues to see a high number of teen motor vehicle fatalities that include unrestrained drivers. The overall seat belt usage rate for teens was 82.2% in 2010.

This program will implement a collaborative peer-to-peer traffic safety campaign involving students, faculty, and other safety resources and agencies within participating high schools. The overall program goal is to increase seat belt use by 5% at participating high schools. The seven week campaign is a friendly challenge between schools to increase safety belt use and general knowledge about traffic safety and safe driving habits among teenagers. Contracted services costs include personnel costs for the project.

Matching funds provided by grant recipient.

This project addresses measures:

- C-1.** Reduce the number of traffic fatalities
- C-9.** Reduce the number of drivers age 20 or younger involved in fatal crashes

| | |
|--------------------|----------------------------|
| Evaluation Measure | # of participating schools |
| Funding Source | 402 |
| Program Area | OP – Occupant Protection |

Cost Summary

| | |
|--------------------------|---------------------|
| Personal Services | |
| Operating Expenses | \$ 20,000.00 |
| Travel | \$ 2,000.00 |
| Contractual Services | \$ 28,000.00 |
| Other (indirects) | |
| Total | \$ 50,000.00 |
| | |
| Federal Funds | \$ 50,000.00 |
| Agency Match | \$ 12,500.00 |
| Total | \$ 62,500.00 |
| | |
| Local Benefit | \$ 50,000.00 |

| | |
|------------------------|---|
| Task Number | 11-06-61-22 |
| Program Name | Occupant Protection Program Assessment |
| Contractor | Office of Transportation Safety |
| Program Manager | Gould |

The objective for this project is to assess Colorado's Occupant Protection Program:

- 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 Office of Transportation Safety and various stakeholders.

| | |
|--------------------|--|
| Evaluation Measure | Completed assessment and recommendations |
| Funding Source | 402 |
| Program Area | OP – Occupant Protection |

Cost Summary

| | |
|----------------------|--------------------|
| <hr/> | |
| Personal Services | |
| Operating Expenses | \$ 25,000.00 |
| Travel | \$ 5,000.00 |
| Contractual Services | |
| Other (indirects) | |
| <hr/> Total | <hr/> \$ 30,000.00 |
| <hr/> | |
| Federal Funds | \$ 30,000.00 |
| Agency Match | |
| <hr/> Total | <hr/> \$ 30,000.00 |

Program Task Descriptions

2011 Safety Education and Enforcement Programs

Motorcycle Safety and Motorcycle Operator Safety Training (MOST)



MOTORCYCLE SAFETY PROGRAM

In Colorado in 2007 there were 90 motorcycle fatalities, and in 2008 there were 98 motorcycle fatalities. Prior to that, in the ten year period from 1995 to 2005, motorcycle fatalities doubled from 45 to 90. In 2009 however, fatal motorcycle statistics dropped to 88. Despite the decrease, stepped-up efforts continue to educate motorcyclists on the need for proper training and the use of protective gear. Riders in the larger, front-range, metro areas are more likely to be involved in crashes than riders statewide. More than half of the rider fatalities were over the age of 45. To ensure safety on the roads and to save lives, the Colorado Department of Transportation (CDOT) encourages all riders to take a beginning or advanced training class to improve their riding skills.

Riding a motorcycle in Colorado takes skill, concentration, balance, and coordination even under the most ideal conditions. With the added challenges of Colorado's varied terrain and rapidly changing weather, the rider has to develop skills that will ensure a safe ride – and safe return.

There were 179,394 motorcycle registrations in Colorado in 2009 – six thousand more than the previous year. The seven Denver metro area counties account for nearly 60 percent of all motorcycle registrations.

The motorcycle safety program in Colorado administers the Motorcycle Operator Safety Training (MOST) program. This program trains 10,000 new and experienced riders each year through training contractors using MOST-qualified instructors. 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 90,000 people have been trained through MOST since 1991. There are currently over 350,000 motorcycle endorsements in Colorado.

Efforts and activities to address Motorcycle Safety include:

- Working with the MOST Program to ensure motorcyclists are properly licensed;
- Educating motorcyclists statewide about the dangers of operating a motorcycle while impaired – this is done through combined efforts of the MOST program, Live to Ride, www.comotorcyclesafety.com (funded by NHTSA 2010 funds), Colorado State Patrol (CSP), and motorcycle groups;
- Continuing to build partnerships with community coalitions and motorcycle organizations to develop outreach programs that focus on motorcycle safety issues like preventing impaired riding and motorist awareness;
- Expanding the number of motorcycle training sites and instructors, and actively pursuing more training sites in underserved parts of the state. Utilizing and developing more programs to encourage all riders to take rider education courses, and educating the public about the extended courses available through MOST;
- Conducting media events in conjunction with the CSP and other stakeholders to promote motorcycle training classes especially for age groups over-represented by motorcycle crashes and fatalities; advanced training courses provide a way for experienced riders to further develop skills. Continuing outreach efforts to promote educational partnerships with MOST sponsors and encouraging participation in motorcycle events, rallies, and media events.

Task Number 11-07-71-01
Program Name Motorcycle Operator Safety Training (MOST)
Contractor Certified Training Programs and Facilities
Program Manager Peterson

During FY 2010 the Colorado Department of Transportation will continue the statewide motorcycle rider education program that was established by statute in 1990. The program funding created by the statute mandates that the program receives a \$2 surcharge on motorcycle license endorsements and a \$4 surcharge 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, which is both affordable and accessible to qualified applicants throughout the state of Colorado. The program trains approximately 10,000 students per year, through contractors who are under the supervision of MOST. These qualified instructors serve at over 30 training sites. Since its inception, MOST has trained an estimated 90,000 students.

These funds are being used as overall match for the NHTSA federal funds. The funds are state funds and are not used to match any other federal programs.

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 | # of students trained per year. |
| Funding Source | State Funds |
| Program Area | MC - Motorcycle Safety |

Cost Summary

| | | |
|----------------------|-----------|-------------------|
| Personal Services | \$ | 105,432.00 |
| Operating Expenses | \$ | 17,000.00 |
| Travel | \$ | 3,000.00 |
| Contractual Services | \$ | 710,784.00 |
| Other (indirects) | | |
| Total | \$ | 836,216.00 |

Federal Funds

| | | |
|--------------|-----------|-------------------|
| Agency Match | \$ | 836,216.00 |
| Total | \$ | 836,216.00 |

Task Number 11-07-71-02
Program Name Increasing Motorcycle Safety in El Paso County
Contractor El Paso County Department of Health & Environment (EPCHDE)
Program Manager Peterson

Colorado Department of Revenue data for 2009 revealed that El Paso County accounts for over 13 % of motorcycle registrations in Colorado. El Paso County also consistently ranks high in motorcycle fatalities. Over the period of 2007-2008 El Paso County had more motorcycle fatalities than any other county. The National Highway Traffic Safety Administration (NHTSA) estimates that helmets are effective in preventing fatal injuries in nearly 4 out of 10 crashes. In Colorado in 2007-2008, 66% of motorcyclist fatalities were not wearing helmets. Additionally, data reveals that 39% of riders killed statewide were not properly licensed. EPCDHE intends to influence attitudes and modify behavior of riders by conducting a media campaign focusing on two demographics with high risk motorcycle fatalities – males age 18-34, and 45 and older – and to promote motorcycle training and wearing protective gear. El Paso County is directing its efforts toward lowering these statistics by encouraging new riders to take training and to always use proper protective riding gear. Contracted service costs include a media campaign.

Matching funds provided by grant recipient.

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 (FARS)
- C-7.** Reduce the number of motorcycle fatalities
- C-8.** Reduce the number of unhelmeted motorcyclist fatalities

| | |
|--------------------|--------------------------------|
| Evaluation Measure | # of media campaigns produced. |
| Funding Source | 402 |
| Program Area | MC - Motorcycle Safety |

Cost Summary

| | | |
|----------------------|-----------|------------------|
| Personal Services | | |
| Operating Expenses | \$ | 2,000.00 |
| Travel | | |
| Contractual Services | \$ | 35,000.00 |
| Other (indirects) | \$ | 8,000.00 |
| Total | \$ | 45,000.00 |
| | | |
| Federal Funds | \$ | 45,000.00 |
| Agency Match | \$ | 11,250.00 |
| Total | \$ | 56,250.00 |
| | | |
| Local Benefit | \$ | 45,000.00 |

Task Number 11-07-71-03
Program Name Jefferson County Motorcycle Rider Safety and Education
Contractor Drive Smart Evergreen/Conifer (DSEC)
Program Manager Peterson

In 2008, thirteen motorcycle fatalities occurred in Jefferson County, the second highest number in the state (2008 Colorado FARS). Six (46%) of the fatalities were alcohol-related, more than in any other county in Colorado. There are several businesses that serve alcohol located in the Jefferson County foothills communities of Morrison, Evergreen and Conifer. These businesses are popular locations for some motorcyclists to gather during the riding season. The National Highway Traffic Safety Administration (NHTSA) has detailed several ways to prevent motorcycle crashes, including conducting rider awareness activities to promote responsible behavior in the foothills communities of Morrison, Conifer and Evergreen. DSEC has built a motorcycle safety coalition to address the problems of rider-impaired behavior and will use NHTSA guidelines as a blueprint to decrease motorcycle fatalities and crashes. Contracted services include costs for a workshop planner for coalition building and outreach and education.

Matching funds provided by grant recipient.

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 (FARS)
- C-7.** Reduce the number of motorcycle fatalities
- C-8.** Reduce the number of unhelmeted motorcyclist fatalities

Evaluation Measure # of and type of activities provided by the DSEC.
 Funding Source 402
 Program Area MC - Motorcycle Safety

Cost Summary

| | | |
|----------------------|-----------|------------------|
| Personal Services | \$ | 6,000.00 |
| Operating Expenses | \$ | 15,000.00 |
| Travel | \$ | 1,000.00 |
| Contractual Services | \$ | 8,000.00 |
| Other (indirects) | | |
| Total | \$ | 30,000.00 |

| | | |
|---------------|-----------|------------------|
| Federal Funds | \$ | 30,000.00 |
| Agency Match | \$ | 7,500.00 |
| Total | \$ | 37,500.00 |

| | | |
|----------------------|-----------|------------------|
| Local Benefit | \$ | 30,000.00 |
|----------------------|-----------|------------------|

Task Number 11-07-71-04
Program Name Operation Save A Life
Contractor ABATE of Colorado
Program Manager Peterson

Motorcyclists experience a high number and rate of alcohol-related crashes, injuries, and fatalities both nationally and in Colorado. NHTSA statistics reveal Colorado motorcycle fatalities are going down slightly but still remain a cause for the state to direct its efforts to reducing fatality numbers. In 2008, motorcycle fatalities were 18% of the overall fatalities total and increased 9% from 2007 to 2008. ABATE of Colorado, the state's largest motorcycling organization and a not-for-profit, proposes to continue an education program in FY 2011 which addresses this issue and the issue of motorist awareness and impaired riding. Trained members of ABATE will contact schools, other organizations and members of the motorcycling community to provide discussions and educational material. ABATE's goal is to reduce motorcycle crashes, fatalities and injuries by 1% during 2011 and to increase the percentage of motorcyclists who are properly educated and licensed.

Matching funds provided by grant recipient.

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 (FARS)
- C-7.** Reduce the number of motorcyclist fatalities
- C-8.** Reduce the number of unhelmeted motorcyclist fatalities

| | |
|--------------------|--|
| Evaluation Measure | # of presentations and people contacted. |
| Funding Source | 402 |
| Program Area | MC - Motorcycle Safety |

Cost Summary

| | | |
|----------------------|-----------|------------------|
| Personal Services | \$ | 24,500.00 |
| Operating Expenses | | |
| Travel | | |
| Contractual Services | | |
| Other (indirects) | | |
| Total | \$ | 24,500.00 |

| | | |
|---------------|-----------|------------------|
| Federal Funds | \$ | 24,500.00 |
| Agency Match | \$ | 6,125.00 |
| Total | \$ | 30,625.00 |

| | | |
|----------------------|-----------|------------------|
| Local Benefit | \$ | 24,500.00 |
|----------------------|-----------|------------------|

Program Task Descriptions

2011 Safety Education and Enforcement Programs

Public Relations



PUBLIC RELATIONS

Public relations has a critical role in addressing numerous traffic safety issues identified in the Problem ID report and the goals set out in the Colorado Integrated Safety Plan. Public relations includes media relations, community relations, marketing, paid advertising, and the 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, and 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 the "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.

Public Relations 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 audiences 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 positive relationships with media, grantees, and internal and external partners to expand safety education;
- Development and maintenance of campaign websites;
- 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 11-08-81-01
Program Name High-Visibility DUI Enforcement – PR/Evaluation
Contractor Webb PR and Corona Research
Program Manager Halpape

In 2009, 41% of traffic fatalities in Colorado were alcohol-related, killing 191 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 funding 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-3.** Reduce the 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.
- S-1.** Conduct a 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 | \$ | 10,000.00 |
| Operating Expenses | \$ | 10,000.00 |
| Travel | | |
| Contractual Services | \$ | 305,000.00 |
| Other (indirects) | | |
| Total | \$ | 325,000.00 |
| | | |
| Federal Funds | \$ | 325,000.00 |
| Agency Match | | |
| Total | \$ | 325,000.00 |

Task Number 11-08-81-02
Program Name High-Visibility DUI Enforcement – Paid Media
Contractor Explore Communications
Program Manager Halpape

In 2009, 41% of traffic fatalities in Colorado were alcohol-related, killing 191 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 the high-visibility “Heat is On” DUI enforcement campaign, as well as DUI Checkpoint Colorado, and the national DUI crackdown. This project includes funding 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-3.** Reduce the 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. Maximize buy with “added value”. Gathering and analyzing Gross Rating Points.

Funding Source 410
 Program Area K8PM – Paid Media

Cost Summary

| | | |
|----------------------|-----------|-------------------|
| Personal Services | | |
| Operating Expenses | | |
| Travel | | |
| Contractual Services | \$ | 250,000.00 |
| Other (indirects) | | |
| Total | \$ | 250,000.00 |
| | | |
| Federal Funds | \$ | 250,000.00 |
| Agency Match | | |
| Total | \$ | 250,000.00 |

Task Number 11-08-81-03
Program Name High-Visibility DUI Enforcement – Latino & Paid Media
Contractor Webb Public Relations and Explore Communications
Program Manager Halpape

In 2009, 41% of traffic fatalities in Colorado were alcohol-related, killing 191 people. Nearly one-third of those killed 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-3.** Reduce the 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. # of earned media stories placed in Spanish media outlets.
 Funding Source 410
 Program Area K8PM – Paid Media

Cost Summary

| | | |
|----------------------|-----------|------------------|
| Personal Services | \$ | 2,500.00 |
| Operating Expenses | \$ | 2,500.00 |
| Travel | | |
| Contractual Services | \$ | 70,000.00 |
| Other (indirects) | | |
| Total | \$ | 75,000.00 |
| | | |
| Federal Funds | \$ | 75,000.00 |
| Agency Match | | |
| Total | \$ | 75,000.00 |

Task Number 11-08-81-04
Program Name Motorcycle Safety
Contractor Amelie Company
Program Manager Halpape

In 2009, a record high 88 motorcycle riders and passengers were killed in traffic crashes in Colorado, which represented 19% of all traffic fatalities. This project includes conducting 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 the www.comotorcyclesafety.com website, 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.
 # of earned media stories.
Funding Source 2010
Program Area K6 - Motorcycle Safety

Cost Summary

| | | |
|----------------------|-----------|-------------------|
| Personal Services | \$ | 2,500.00 |
| Operating Expenses | \$ | 2,500.00 |
| Travel | | |
| Contractual Services | \$ | 96,000.00 |
| Other (indirects) | | |
| Total | \$ | 101,000.00 |
| | | |
| Federal Funds | \$ | 101,000.00 |
| Agency Match | | |
| Total | \$ | 101,000.00 |

| | |
|------------------------|--|
| Task Number | 11-08-81-05 |
| Program Name | Click It or Ticket and Seat Belts – PR and Evaluation |
| Contractor | TBD and Corona Research |
| Program Manager | Halpape |

In 2009, 175 people who were unrestrained were killed in traffic crashes. Seat belt use in Colorado is 81%. The Public Relations Office 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 attitude. 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. # of earned media stories. |
| Funding Source | 402 |
| Program Area | PM – Paid Advertising |

Cost Summary

| | | |
|----------------------|-----------|-------------------|
| Personal Services | \$ | 3,000.00 |
| Operating Expenses | \$ | 3,000.00 |
| Travel | | |
| Contractual Services | \$ | 144,000.00 |
| Other (indirects) | | |
| Total | \$ | 150,000.00 |

| | | |
|---------------|-----------|-------------------|
| Federal Funds | \$ | 150,000.00 |
| Agency Match | | |
| Total | \$ | 150,000.00 |

| | |
|------------------------|---|
| Task Number | 11-08-81-06 |
| Program Name | Click It or Ticket & Seat belts – Paid Advertising |
| Contractor | Explore Communications |
| Program Manager | Halpape |

In 2009, 175 people who were unrestrained were killed in traffic crashes. Seat belt use in Colorado is 81%. This project will raise awareness of seat belt enforcement and educate the public about the importance of buckling up through paid advertising during the high-visibility Click It or Ticket enforcement periods. This project provides funding 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-3.** Reduce the fatalities per Vehicle Miles Traveled (VMT)
- 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

| | |
|----------------------|---------------------------|
| <hr/> | |
| Personal Services | |
| Operating Expenses | |
| Travel | |
| Contractual Services | \$ 265,000.00 |
| Other (indirects) | |
| <hr/> | |
| Total | <hr/> \$ 265,000.00 <hr/> |
| | |
| Federal Funds | \$ 265,000.00 |
| Agency Match | |
| <hr/> | |
| Total | <hr/> \$ 265,000.00 <hr/> |

Task Number 11-08-81-07
Program Name Click It or Ticket and Seat belts – Hispanic
Contractor TBD and Explore Communications
Program Manager Halpape

In 2009, 63% of Hispanic crash victims were unrestrained. This project includes public relations and paid media to reach the Hispanic and Spanish-speaking communities in Colorado about the importance of buckling up, child passenger safety and about “Click It or Ticket” seat belt enforcement. This project 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-3.** Reduce the fatalities per Vehicle Miles Traveled (VMT)
- 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. # of earned media stories in Spanish media.
Funding Source 402
Program Area PM – Paid Advertising

Cost Summary

| | | |
|----------------------|-----------|------------------|
| Personal Services | \$ | 2,000.00 |
| Operating Expenses | \$ | 2,000.00 |
| Travel | | |
| Contractual Services | \$ | 56,000.00 |
| Other (indirects) | | |
| Total | \$ | 60,000.00 |
| | | |
| Federal Funds | \$ | 60,000.00 |
| Agency Match | | |
| Total | \$ | 60,000.00 |

| | |
|------------------------|---------------------------------|
| Task Number | 11-08-81-08 |
| Program Name | Teen Driving and GDL Law |
| Contractor | Amelie Company |
| Program Manager | Halpape |

In 2009, 40 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. # of earned media stories. |
| Funding Source | 402 |
| Program Area | PM – Paid Advertising |

Cost Summary

| | | |
|----------------------|-----------|-------------------|
| Personal Services | \$ | 2,500.00 |
| Operating Expenses | \$ | 5,000.00 |
| Travel | | |
| Contractual Services | \$ | 92,500.00 |
| Other (indirects) | | |
| Total | \$ | 100,000.00 |
| <hr/> | | |
| Federal Funds | \$ | 100,000.00 |
| Agency Match | | |
| Total | \$ | 100,000.00 |

Task Number 11-08-81-09
Program Name Child Passenger Safety
Contractor Amelie Company and 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, four babies ages 0-4 were killed in crashes and all were unrestrained. Seven children ages 5-15 died and 70% were unrestrained. 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.

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. # of earned media stories.
 Funding Source 402
 Program Area PM – Paid Advertising

Cost Summary

| | | |
|----------------------|-----------|-------------------|
| Personal Services | \$ | 2,500.00 |
| Operating Expenses | \$ | 5,000.00 |
| Travel | | |
| Contractual Services | \$ | 92,500.00 |
| Other (indirects) | | |
| <u>Total</u> | <u>\$</u> | <u>100,000.00</u> |
| | | |
| Federal Funds | \$ | 100,000.00 |
| <u>Agency Match</u> | | |
| <u>Total</u> | <u>\$</u> | <u>100,000.00</u> |

| | |
|------------------------|-------------------------------|
| Task Number | 11-08-81-10 |
| Program Name | Slow for the Cone Zone |
| Contractor | Explore Communications |
| Program Manager | Crane |

Nationally in 2007, there were nearly 1,000 victims killed in work zones. Colorado statistics show the number of work zone fatalities is remaining relatively stable. There were 13 work zone fatalities in 2005 and 2006, and 11 work zone fatalities in 2007. This project conducts a public relations and paid media campaign during the summer construction season to remind motorists to “Slow for the Cone Zone.”

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 in public awareness. |
| Funding Source | 402 |
| Program Area | PM – Paid Advertising |

Cost Summary

| | | |
|----------------------|-----------|-------------------|
| Personal Services | \$ | 5,000.00 |
| Operating Expenses | \$ | 5,000.00 |
| Travel | | |
| Contractual Services | \$ | 90,000.00 |
| Other (indirects) | | |
| Total | \$ | 100,000.00 |
| <hr/> | | |
| Federal Funds | \$ | 100,000.00 |
| Agency Match | | |
| Total | \$ | 100,000.00 |

| | |
|------------------------|-----------------------------------|
| Task Number | 11-08-81-11 |
| Program Name | Distracted Driving |
| Contractor | Amelie Company and Explore |
| Program Manager | Halpape |

Nationally, nearly 6,000 people were killed in 2008 by a distracted or inattentive driver and more than half a million were injured. In Colorado, between 2007 and 2009, 98 people were killed in crashes caused by a distracted driver. This project will educate the public about the dangers of distracted driving and Colorado's law banning cell phones for teen drivers under age 18 and prohibiting texting for drivers 18 and older.

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)

| | |
|--------------------|--|
| Evaluation Measure | Increase in public awareness. # of earned media stories. |
| Funding Source | 402 |
| Program Area | PM – Paid Advertising |

Cost Summary

| | | |
|----------------------|-----------|------------------|
| Personal Services | \$ | 2,500.00 |
| Operating Expenses | \$ | 5,000.00 |
| Travel | | |
| Contractual Services | \$ | 67,500.00 |
| Other (indirects) | | |
| Total | \$ | 75,000.00 |
| <hr/> | | |
| Federal Funds | \$ | 75,000.00 |
| Agency Match | | |
| Total | \$ | 75,000.00 |

Task Number 11-08-81-12
Program Name RETAC Seat Belt Support
Contractor TBD and Explore Communications
Program Manager Halpape

Seat belt use in Colorado has remained stagnant at about 81% and rural seat belt use is even lower. This project will help support Regional Emergency Medical and Trauma Advisory Councils (RETACS) who have received grant funding to increase seat belt use across the state. The CDOT Public Relations Office will use this funding to provide technical media assistance, campaign materials, and paid media support in counties covered by the RETAC grants.

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-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. # of earned media stories.
 Funding Source 402
 Program Area PM – Paid Advertising

Cost Summary

| | | |
|----------------------|-----------|------------------|
| Personal Services | \$ | 2,500.00 |
| Operating Expenses | \$ | 2,500.00 |
| Travel | | |
| Contractual Services | \$ | 45,000.00 |
| Other (indirects) | | |
| Total | \$ | 50,000.00 |
| | | |
| Federal Funds | \$ | 50,000.00 |
| Agency Match | | |
| Total | \$ | 50,000.00 |

Program Task Descriptions

2011 Safety Education and Enforcement Programs

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 and provides program input, direction, and involvement in the Safe Community program. The coalition includes representation from citizens, law enforcement, public health, medical, injury prevention, education, business, civic and service groups, public works offices, and traffic safety advocates.

Lower than average seat belt use rates and high unbelted occupant fatality rates continue to be a challenge for many counties, both urban and rural, throughout Colorado. The statewide average seat belt compliance rate for 2008 was 81.7% and unbelted occupant fatality rates averaged almost 56%. In order to address these challenges local agencies, coalitions, and Regional Emergency Trauma Advisory Councils (RETACs) throughout the state, using a Safe Communities framework, will be funded to support sustained multi-year programs to support occupant protection strategies to increase the statewide seat belt use rate, reduce the number of unrestrained fatalities and reduce the number of overall traffic fatalities.

Task Number 11-09-91-01
Program Name Reducing Injury (through) Prevention, Education, Awareness, (and) Traffic Safety (R.I.P.E.A.T.S.)
Contractor Rural Communities Resource Center
Program Manager Huddleston

According to the 2010 Problem ID report, 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 fatalities and injuries to young drivers.

Funds will support activities including: providing educational information at Health and Safety Fairs; extensive media campaigns with educational information 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 fitting stations; and offering GDL training for parents of students.

Matching funds provided by grant recipient.

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 # of trainings, # of people trained.
 Funding Source 402
 Program Area SA – Safe Communities

Cost Summary

| | | |
|----------------------|-----------|------------------|
| Personal Services | \$ | 29,926.80 |
| Operating Expenses | \$ | 15,973.20 |
| Travel | \$ | 1,100.00 |
| Contractual Services | | |
| Other (indirects) | | |
| Total | \$ | 47,000.00 |
| | | |
| Federal Funds | \$ | 47,000.00 |
| Agency Match | \$ | 11,750.00 |
| Total | \$ | 58,750.00 |
| | | |
| Local Benefit | \$ | 47,000.00 |

Task Number 11-09-91-02
Program Name Traffic Safety Occupant Protection Education
Contractor TBD/Various
Program Manager Chase

The Office of Transportation Safety will offer mini grants to community coalitions and other agencies to support traffic safety education efforts and enforcement campaigns geared towards occupant protection, impaired driving, and motorcycle safety awareness. Funding will provide the coalitions with support and resources, through training and materials, to better execute statewide driving prevention programs.

This project will support the NHTSA and OTS safety campaigns: "Click It or Ticket" May Mobilization, Impaired Driving National Enforcement Crackdown (Labor Day), Rural and Nighttime "Click It or Ticket" events, Fall Festivals and other events.

Matching funds provided by grant recipient.

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

Evaluation Measure # of trainings provided, # of materials distributed.
 Funding Source 402
 Program Area SA- Safe Communities

Cost Summary

| | | |
|----------------------|-----------|------------------|
| Personal Services | \$ | 15,000.00 |
| Operating Expenses | \$ | 15,000.00 |
| 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> |
| | | |
| <u>Local Benefit</u> | <u>\$</u> | <u>30,000.00</u> |

Task Number 11-09-91-03
Program Name Western Regional Occupant Safety Coalition (WROSC)
Contractor Western Regional EMS Council, Inc.
Program Manager Chase

The Western Regional EMS Council, Inc. continues to endorse the multi-agency motor vehicle seatbelt coalition to increase restraint use and correct child passenger safety seat use in Delta, Gunnison, Hinsdale, Montrose, Ouray, and San Miguel counties.

The goal of the coalition is to decrease the number of hospitalizations and deaths related to traffic crashes, including all motor vehicles. The WROSC will participate in enhanced enforcement events and special events that have an occupant protection component to them. The target groups are: teen drivers, their parents, and all children within the Western Region.

The coalition is a collaboration of law enforcement officers, health departments, schools, EMS agencies, hospitals, fire departments, County Commissioners, and private citizens from each of the six counties within the Region. Contracted services include a portion of the coordinator costs for coalition building and for presenters at various events and trainings.

Matching funds provided by grant recipient.

This project addresses measures:

- B-1.** Increase the observed seat belt use for passenger vehicles.
- 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 in all seating positions.

| | |
|--------------------|----------------------------|
| Evaluation Measure | # of programs implemented. |
| Funding Source | 405 |
| Program Area | K2 – Occupant Protection |

Cost Summary

| | | |
|----------------------|-----------|-------------------|
| Personal Services | \$ | 65,000.00 |
| Operating Expenses | \$ | 20,000.00 |
| Travel | \$ | 5,000.00 |
| Contractual Services | \$ | 5,000.00 |
| Other (indirects) | | |
| Total | \$ | 95,000.00 |
| | | |
| Federal Funds | \$ | 95,000.00 |
| Agency Match | \$ | 35,000.00 |
| Total | \$ | 118,750.00 |

Task Number 11-09-91-04
Program Name Northeast Colorado RETAC
Contractor Northeast Colorado RETAC
Program Manager Chase

According to the 2009 Regional Emergency Trauma Advisory Council (RETAC) Seat Belt Survey, the Northeast Colorado RETAC (NCRETAC), which serves a mostly rural area, has an average seat belt use rate of 71.6%.

The goal of the NCRETAC is to increase seat belt use rates among counties in northeast Colorado RETAC, with specific focus on Weld, Logan, Morgan, and Larimer counties.

NCRETAC is a consortium of EMS and Trauma services in nine counties in northeast Colorado, including Jackson, Larimer, Weld, Morgan, Logan, Washington, Phillips, Sedgwick, and Yuma counties. Two representatives from each county serve on the NCRETAC Board of Directors. Contracted services include a portion of the coordinator costs for coalition building and for presenters at various events and trainings.

Matching funds provided by grant recipient.

This project addresses measures:

- B-1.** Increase the observed seat belt use for passenger vehicles.
- 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 in all seating positions.

| | |
|--------------------|----------------------------|
| Evaluation Measure | # of programs implemented. |
| Funding Source | 402 |
| Program Area | SA- Safe Communities |

Cost Summary

| | | |
|----------------------|-----------|------------------|
| Personal Services | \$ | 45,000.00 |
| Operating Expenses | \$ | 10,000.00 |
| Travel | \$ | 5,000.00 |
| Contractual Services | \$ | 5,000.00 |
| Other (indirects) | | |
| Total | \$ | 65,000.00 |
| | | |
| Federal Funds | \$ | 65,000.00 |
| Agency Match | \$ | 16,250.00 |
| Total | \$ | 81,250.00 |
| | | |
| Local Benefit | \$ | 65,000.00 |

Task Number 11-09-91-05
Program Name Safe Communities for Southeastern Colorado RETAC
Contractor Southeastern Colorado RETAC
Program Manager Chase

Southeastern Colorado RETAC is endorsing the multi-agency motor vehicle occupant coalition to address traffic safety issues in Prowers, Baca, Bent, Crowley, Kiowa, and Otero counties. The goal of the SECRETAC is to increase observed seat belt use in passenger cars, reduce the number of traffic fatalities, and reduce the number of unrestrained passenger vehicles occupant fatalities in all seating positions in all six counties.

The multi-county coalition will consist of members from the Colorado State Patrol, City Police Departments, Sheriff's Offices, County Departments of Health and Human Services, Fire Protection Districts, School Districts, driver education instructors, hospitals, and EMS agencies across southeastern Colorado. Contracted services include a portion of the coordinator costs for coalition building and for presenters at various events and trainings.

Matching funds provided by grant recipient.

This project addresses measures:

- B-1.** Increase the observed seat belt use for passenger vehicles.
- 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 in all seating positions.

| | |
|--------------------|----------------------------|
| Evaluation Measure | # of programs implemented. |
| Funding Source | 402 |
| Program Area | SA- Safe Communities |

Cost Summary

| | | |
|----------------------|-----------|------------------|
| Personal Services | \$ | 45,000.00 |
| Operating Expenses | \$ | 10,000.00 |
| Travel | \$ | 5,000.00 |
| Contractual Services | \$ | 5,000.00 |
| Other (indirects) | | |
| Total | \$ | 65,000.00 |
| | | |
| Federal Funds | \$ | 65,000.00 |
| Agency Match | \$ | 16,250.00 |
| Total | \$ | 81,250.00 |
| | | |
| Local Benefit | \$ | 65,000.00 |

Task Number 11-09-91-06
Program Name Southern Colorado RETAC Occupant Protection
Contractor Southern Colorado RETAC
Program Manager Chase

The Southern Colorado RETAC has been identified as having a low seat belt use rate in each of their five counties: Las Animas, Huerfano, Custer, Fremont, and Pueblo. Pueblo County is one of the most populous counties and has below average seat belt use rates (77.7%). This project focuses on increasing seat belt use through education stressing the importance of seat belt use and the consequences of not buckling up.

The goal of the RETAC is to see a measurable increase in seat belt use among all age groups in southern Colorado, with specific focus on these five counties, by identifying existing occupant protection strategies within the region, enhancing them if necessary, and implementing new strategies where needed. Contracted services include a portion of the coordinator costs for coalition building and for presenters at various events and trainings.

Matching funds provided by grant recipient.

This project addresses measures:

- B-1.** Increase the observed seat belt use for passenger vehicles.
- 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 in all seating positions.

Evaluation Measure # of programs implemented.
 Funding Source 402
 Program Area SA- Safe Communities

Cost Summary

| | | |
|----------------------|-----------|------------------|
| Personal Services | \$ | 45,000.00 |
| Operating Expenses | \$ | 10,000.00 |
| Travel | \$ | 5,000.00 |
| Contractual Services | \$ | 5,000.00 |
| Other (indirects) | | |
| Total | \$ | 65,000.00 |
| | | |
| Federal Funds | \$ | 65,000.00 |
| Agency Match | \$ | 16,250.00 |
| Total | \$ | 81,250.00 |
| | | |
| Local Benefit | \$ | 65,000.00 |

Task Number 11-09-91-07
Program Name SWRETAC Regional Occupant Protection
Contractor SWRETAC
Program Manager Chase

The Southwestern RETAC encompasses Archuleta, Dolores, La Plata, Montezuma, and San Juan counties. Two of these five counties, La Plata and Montezuma, were found to be below State and National seat belt use averages (78.5% and 73.6%). Van drivers in Montezuma County had the lowest rate of overall seatbelt use, followed by truck drivers with the second lowest use rate.

The universal goal of this project is to increase overall seatbelt use among vehicle occupants who travel the highways and byways in southwestern Colorado, particularly focusing on populations who drive pickup trucks. The Southwestern Coalition will include members from law enforcement, EMS, hospitals, fire departments, CDPHE, faith-based organizations, judicial, tribal entities, colleges, government representation, Chambers of Commerce, local entities, and other community groups. Contracted services include a portion of the coordinator costs for coalition building and for presenters at various events and trainings.

Matching funds provided by grant recipient.

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 in all seating positions.
- B-1.** Increase the observed seat belt use for passenger vehicles

Evaluation Measure # of programs implemented.
 Funding Source 402
 Program Area SA- Safe Communities

Cost Summary

| | | |
|----------------------|-----------|------------------|
| Personal Services | \$ | 45,000.00 |
| Operating Expenses | \$ | 10,000.00 |
| Travel | \$ | 5,000.00 |
| Contractual Services | \$ | 5,000.00 |
| Other (indirects) | | |
| Total | \$ | 65,000.00 |

| | | |
|---------------|-----------|------------------|
| Federal Funds | \$ | 65,000.00 |
| Agency Match | \$ | 16,250.00 |
| Total | \$ | 81,250.00 |

| | | |
|----------------------|-----------|------------------|
| Local Benefit | \$ | 65,000.00 |
|----------------------|-----------|------------------|

Task Number 11-09-91-09
Program Name Occupant Protection Project
Contractor Mile High RETAC
Program Manager Erez

Mile High RETAC is comprised of six counties: Adams, Arapahoe, Broomfield, Denver, Douglas, and Elbert. The seat belt use rates among teens in Adams County are 78.6%, in Arapahoe 79.9%, in Denver 76.3%, and in Douglas 84.9%. The primary focus for this funding will be the four counties above that were identified as high risk in the 2010 Problem ID report.

This project will address seatbelt use rates by partnering with existing occupant protection programs, increasing awareness and education by participating in events, supporting the “Click It or Ticket” campaign, distributing materials, and developing occupant protection guidelines for businesses and agencies. Data will be collected on existing programs and a database will be maintained to assist in developing occupant protection activities. Contracted services include coordinator personnel costs.

Matching funds provided by grant recipient.

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 | # of programs implemented, # of people trained |
| Funding Source | 402 |
| Program Area | SA – Safe Communities |

Cost Summary

| | |
|--------------------------|---------------------|
| Personal Services | |
| Operating Expenses | \$ 29,400.00 |
| Travel | \$ 1,100.00 |
| Contractual Services | \$ 34,500.00 |
| Other (indirects) | |
| Total | \$ 65,000.00 |
| | |
| Federal Funds | \$ 65,000.00 |
| Agency Match | \$ 30,600.00 |
| Total | \$ 95,600.00 |
| | |
| Local Benefit | \$ 65,000.00 |

Task Number 11-09-91-10
Program Name Seat Belt Safety and Compliance Project
Contractor Central Mountain RETAC
Program Manager Erez

In the last 3 years Chaffee, Eagle, Park, and Summit Counties have had 60 motor vehicle fatalities, 30 of which were unbelted – a 50% unbelted fatality rate. Eagle County had the highest unbelted fatality rate at 57%, and Lake County had the lowest number of fatalities at 3, all unbelted. Statistics also show significant injury rates in the area with Eagle at the highest with a 67% injury rate. The Central Mountains area has unique passenger safety challenges that range from a significant number of travelers who do not reside in the region to a risk-taking teen population and the non-English speaking service working population. These groups will be targeted in differing formats and more accurate data will be obtained for each group.

Some of the activities will include: distribution of bilingual materials to daycare centers, churches, parent groups, and local hospitals targeting specifically Hispanic populations. CPS events will be scheduled and fitting stations will be established.

The RETAC Coalition will recruit members of the Hispanic community to target teens and conduct traffic safety campaigns. The Coalition will refer low-income families to county health and human services agencies to have their CPS seats inspected and replaced as needed. Contracted services include coordinator personnel costs.

Matching funds provided by grant recipient.

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 # of people trained, # of presentations, # of car seats checked.
 Funding Source 402
 Program Area SA – Safe Communities

Cost Summary

| | | |
|--------------------------|-----------|------------------|
| Personal Services | | |
| Operating Expenses | \$ | 28,000.00 |
| Travel | \$ | 9,000.00 |
| Contractual Services | \$ | 28,000.00 |
| Other (indirects) | | |
| Total | \$ | 65,000.00 |
| | | |
| Federal Funds | \$ | 65,000.00 |
| Agency Match | \$ | 16,500.00 |
| Total | \$ | 81,500.00 |
| | | |
| Local Benefit | \$ | 65,000.00 |

Task Number 11-09-91-11
Program Name Foothill RETAC/Drive Smart Coalition Building
Contractor Foothill RETAC
Program Manager Erez

According to a 2010 injury prevention study from the Colorado Injury Control Research Center and Colorado State University, the leading cause of injury deaths for all age groups under age 65 within the Foothills RETAC region are motor vehicle crashes. The leading cause of hospitalizations is also motor vehicle crashes. In both categories, the highest rate of death and injuries are for ages 18-25. As stated at www.aliveat25.org, teen driving crashes make up 44% of all teen deaths.

This project will address the problem above by building a coalition of local businesses, civic organizations, law enforcement, EMTS professionals, schools and governmental agencies. The coalition will focus on reducing unsafe speeds, impaired driving, and increasing seatbelt use. Contracted services include a portion of the coordinator costs for coalition building and for presenters at various events and trainings.

Matching funds provided by grant recipient.

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 | # of people trained, # of presentations. |
| Funding Source | 402 |
| Program Area | SA – Safe Communities |

Cost Summary

| | | |
|----------------------|-----------|------------------|
| Personal Services | \$ | 10,000.00 |
| Operating Expenses | \$ | 37,000.00 |
| Travel | \$ | 6,000.00 |
| Contractual Services | \$ | 12,000.00 |
| Other (indirects) | | |
| Total | \$ | 65,000.00 |

| | | |
|---------------|-----------|-------------------|
| Federal Funds | \$ | 65,000.00 |
| Agency Match | \$ | 39,000.00 |
| Total | \$ | 104,000.00 |

| | | |
|----------------------|-----------|------------------|
| Local Benefit | \$ | 65,000.00 |
|----------------------|-----------|------------------|

Task Number 11-09-91-12
Program Name Occupant Protection Project
Contractor San Luis Valley RETAC
Program Manager Erez

According to FARS 2009 there were six crash fatalities in the San Luis Valley region. Five of them were unbelted. According to the 2010 CDOT Problem ID report, Alamosa County has a 5% probability that a resident will be involved in a crash. It ranks 11th highest in likelihood of having a crash.

This project will address the problem of low seatbelt use rates by partnering with existing occupant protection programs, increasing awareness and education by participating in events, supporting the “Click It or Ticket” campaign, distributing materials, and developing occupant protection guidelines for businesses and agencies. Data will be collected on existing programs and a database will be maintained to assist in developing occupant protection activities. Contracted services include coordinator personnel costs.

Matching funds provided by grant recipient.

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

| | |
|--------------------|--|
| Evaluation Measure | # of people trained, # of presentations. |
| Funding Source | 402 |
| Program Area | SA – Safe Communities |

Cost Summary

| | |
|--------------------------|---------------------|
| Personal Services | |
| Operating Expenses | \$ 29,400.00 |
| Travel | \$ 1,100.00 |
| Contractual Services | \$ 34,500.00 |
| Other (indirects) | |
| Total | \$ 65,000.00 |
| | |
| Federal Funds | \$ 65,000.00 |
| Agency Match | \$ 30,600.00 |
| Total | \$ 95,600.00 |
| | |
| Local Benefit | \$ 65,000.00 |

Program Task Descriptions

2011 Safety Education and Enforcement Programs

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 bicyclist's 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 report states 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:

- Continuing bicycle safety programs, including the importance of using helmets;
- Implementing pedestrian safety educational programs at schools and other locations;
- Increasing the number of people reached through educational training classes.

Task Number 11-10-95-01
Program Name Stop – Look - Listen
Contractor Denver Osteopathic Foundation
Program Manager Huddleston

Pedestrian deaths are the third leading cause of unintentional injury death in Colorado. Children ages 5-9 are among those at highest risk for hospitalization for pedestrian-related injuries. This project targets the 5-9 age group in elementary schools in Denver, Arapahoe, Jefferson and Douglas counties. The purpose of this project is to increase pedestrian safety through interactive classroom activities/presentations, and to increase parents' knowledge about child pedestrian safety.

Funded activities will include conducting classroom presentations about child pedestrian safety, and creating parent education newsletters (English/Spanish) that detail the potential for injuries and possible death to children involved in pedestrian accidents. Contracted services include costs for off-duty paramedics and firefighters to present on consequences of not using seat belts.

Matching funds provided by grant recipient.

This project addresses measures:

C-9. Reduce the number of pedestrian fatalities

| | |
|--------------------|---|
| Evaluation Measure | # of school presentations. # of students reached. |
| Funding Source | 402 |
| Program Area | PS – Pedestrian/Bicycle Safety |

Cost Summary

| | | |
|----------------------|-----------|------------------|
| Personal Services | \$ | 7,250.00 |
| Operating Expenses | \$ | 8,000.00 |
| Travel | \$ | 525.00 |
| Contractual Services | \$ | 5,000.00 |
| Other (indirects) | | |
| Total | \$ | 20,775.00 |

| | | |
|---------------|-----------|------------------|
| Federal Funds | \$ | 20,775.00 |
| Agency Match | \$ | 7,425.00 |
| Total | \$ | 28,200.00 |

| | | |
|----------------------|-----------|------------------|
| Local Benefit | \$ | 20,775.00 |
|----------------------|-----------|------------------|

Task Number 11-10-95-02
Program Name Using Your Mind to Protect Your Body
Contractor ThinkFirst Vail Valley
Program Manager Huddleston

Motor vehicle injuries are the leading cause of death and disability among children and 50% of the fatalities are children who were 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 project 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 curricula that include seatbelt use, GDL law, bicycle and pedestrian safety, and safety helmet use. Contracted services include costs for medical personnel and speakers to present on the subject of traumatic brain injuries.

Matching funds provided by grant recipient.

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-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 # of seatbelt use, GDL ,and bicycle and pedestrian safety programs presented.
Funding Source 402
Program Area PS – Pedestrian/Bicycle Safety

Cost Summary

| | | |
|----------------------|-----------|------------------|
| Personal Services | \$ | 15,000.00 |
| Operating Expenses | \$ | 6,000.00 |
| Travel | \$ | 1,680.00 |
| Contractual Services | \$ | 1,000.00 |
| Other (indirects) | | |
| Total | \$ | 23,680.00 |
| | | |
| Federal Funds | \$ | 23,680.00 |
| Agency Match | \$ | 61,140.00 |
| Total | \$ | 84,820.00 |
| | | |
| Local Benefit | \$ | 23,860.00 |

Task Number 11-10-95-03
Program Name Crosswalk Awareness
Contractor Cortez Police Department
Program Manager Huddleston

The Cortez area has a persistent problem with vehicles failing to yield to pedestrians crossing Main Street. Main Street is also Highway 160 and has a high traffic volume. Pedestrian crossing signs have been installed and have helped, but compliance remains low. Crosswalk violation operations have been conducted in the past, and as the duration of the operation is extended, the compliance rate rises. This project will enhance the safety of pedestrians and vehicle drivers by increasing the number and duration of crosswalk violation operations.

Cortez PD will start the project with a public service announcement (PSA) advising the community of the problem and of the goal. There will be zero tolerance for failure to yield to pedestrians for all vehicles. At the end of the project, another PSA will be published in the local paper advising the community of the results of the project.

Matching funds provided by grant recipient.

This project addresses measures:

C-10. Number of pedestrian fatalities

| | |
|--------------------|--|
| Evaluation Measure | # of crosswalk violations issued, # of operations. |
| Funding Source | 402 |
| Program Area | PS – Pedestrian/Bicycle Safety |

Cost Summary

| | | |
|----------------------|-----------|-----------------|
| Personal Services | \$ | 3,780.00 |
| Operating Expenses | | |
| Travel | | |
| Contractual Services | | |
| Other (indirects) | | |
| Total | \$ | 3,780.00 |
| | | |
| Federal Funds | \$ | 3,780.00 |
| Agency Match | \$ | 1,650.00 |
| Total | \$ | 5,430.00 |
| | | |
| Local Benefit | \$ | 3,780.00 |

Task Number 11-10-95-04
Program Name Colorado Adult Crossing Guard Program – Phase II
Contractor Sprinkle Consulting Inc.
Program Manager Huddleston

The National Center for Safe Routes to School (NCSRTS) states that “Adult School Crossing Guards” play an important role in the lives of children who walk or bike to school. They help children safely cross the street at key locations and remind drivers of the presence of pedestrians. The NCSRTS Adult School Crossing Guard Guide states that training is an essential step to help ensure that the guard is performing properly. The purpose of this project is to reduce crashes involving children pedestrians and/or bicyclists through training of cross guards.

Activities funded include creating an online training tool for crossing guards to improve performance of their duties, encouraging creation of crossing guard programs by contacting the risk managers for schools, including information in the annual Walk to School Mailing, and decreasing vehicle incidences at crosswalks through the use of properly trained Crossing Guards.

This project addresses measures:

C-9. Reduce the number of pedestrian fatalities

| | |
|--------------------|------------------------------------|
| Evaluation Measure | # of cross guard training classes. |
| Funding Source | 402 |
| Program Area | PS – Pedestrian/Bicycle Safety |

Cost Summary

| | | |
|----------------------|-----------|------------------|
| Personal Services | | |
| Operating Expenses | | |
| Travel | \$ | 2,000.00 |
| Contractual Services | \$ | 20,000.00 |
| Other (indirects) | | |
| Total | \$ | 22,000.00 |

| | | |
|---------------|-----------|------------------|
| Federal Funds | \$ | 22,000.00 |
| Agency Match | \$ | 5,500.00 |
| Total | \$ | 27,500.00 |

Program Task Descriptions

2011 Safety Education and Enforcement Programs

Construction and Maintenance Cone Zones



MAINTENANCE CONE ZONES

This project was created to improve traffic safety on Colorado roadways by decreasing fatal and injury crash rates in Maintenance Cone Zone projects through public awareness, high visibility, and aggressive enforcement.

To increase awareness and improve work zone safety, every summer beginning in June and continuing through September, the Colorado Department of Transportation (CDOT) will partner with the Colorado State Patrol (CSP) and other local law enforcement agencies to conduct the "Slow for the Cone Zone" campaign, which entails overtime enforcement on highly-visible construction projects across Colorado.

Each year, CDOT embarks on numerous construction projects across the state as well as numerous maintenance activities that are conducted every day to provide a reliable and safe transportation system.

The alignment of travel may change daily. It is critical that the motorists on 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 and other safe driving behaviors.

Program Name Maintenance Cone Zone
Contractor Colorado State Patrol (CSP)
Program Manager Rocke

This project will improve traffic safety on Colorado Roadways by decreasing rural fatal and injury crashes in Maintenance Cone Zone areas through high-visibility law enforcement presence and aggressive enforcement.

CSP will provide CSP Troopers in the Maintenance Cone Zone areas to prevent crashes and enforce impaired driving, speed, and other traffic laws at the locations.

This project addresses measures:

C-1. Number of traffic fatalities

C-5. Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above

C-6. Number of speeding-related fatalities (FARS)

Evaluation Measure Number of fatal crashes in a cone zone area. Number of citations issued during Maintenance Cone Zone enforcement activities
 Funding Source FHWA Flex funds
 Program Area FHWA Cone Zone

Cost Summary

| | |
|----------------------|-----------|
| Personal Services | \$ |
| Operating Expenses | |
| Travel | |
| Contractual Services | |
| Other (indirects) | |
| Total | \$ |
| Federal Funds | \$ |
| Agency Match | |
| Total | \$ |

Certifications 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
- 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

Section 402 Requirements

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;

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));

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.**

(23 USC 402 (b)(1)(E));

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. (23 USC 402(I)).

Other Federal Requirements

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

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 18.41.

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;

Federal Funding Accountability and Transparency Act

The State will report for each **sub-grant** awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; , and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;

(i) the entity in the preceding fiscal year received—

(I) 80 percent or more of its annual gross revenues in Federal awards; and (II) \$25,000,000 or more in annual gross revenues from Federal awards; and (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;

- Other relevant information specified by the Office of Management and Budget in subsequent guidance or regulation.

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) and the Americans with Disabilities Act of 1990 (42 USC § 12101, *et seq.*; PL 101-336), which prohibits discrimination on the basis of disabilities (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; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all

programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(41 U.S.C. 702;):

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 (49 U.S.C. 5323(j)) 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, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

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. 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.

POLICY TO BAN TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

- (1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
 - a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or
 - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.

- (2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –
- a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
 - b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 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

Colorado
State or Commonwealth

2011
For Fiscal Year

8-31-10
Date

NHTSA HSP FORM 217



2011 HSP-1

U.S. Department of Transportation National Highway Traffic Safety Administration

State: **Highway Safety**
 Colorado **Plan Cost Summary**
2011-HSP-1
 For Approval

Page: 1
 Report Date: 08/05/2010

| Program Area | Project | Description | Prior Approved Program Funds | State Funds | Previous Bal. | Incre/(Decre) | Current Balance | Share to Local |
|------------------------------------|------------------------------------|--|------------------------------|---------------------|---------------|---------------------|---------------------|---------------------|
| NHTSA | | | | | | | | |
| NHTSA 402 | | | | | | | | |
| Planning and Administration | | | | | | | | |
| | PA-2011-11-97-01 | P&A | \$0.00 | \$180,000.00 | \$0.00 | \$180,000.00 | \$180,000.00 | \$0.00 |
| | Planning and Administration | | \$0.00 | \$180,000.00 | \$0.00 | \$180,000.00 | \$180,000.00 | \$0.00 |
| Alcohol | | | | | | | | |
| | AL-2011-01-11-04 | TSRP | \$0.00 | \$140,000.00 | \$0.00 | \$140,000.00 | \$140,000.00 | \$140,000.00 |
| | AL-2011-01-11-21 | DENVER SOBRIETY COURT | \$0.00 | \$100,000.00 | \$0.00 | \$400,000.00 | \$400,000.00 | \$400,000.00 |
| | AL-2011-12-98-04 | MEDIA PROGRAM SUPPORT-IMPAIRED DRIVING | \$0.00 | \$0.00 | \$0.00 | \$73,000.00 | \$73,000.00 | \$0.00 |
| | Alcohol Total | | \$0.00 | \$240,000.00 | \$0.00 | \$613,000.00 | \$613,000.00 | \$540,000.00 |
| Motorcycle Safety | | | | | | | | |
| | MC-2011-07-71-01 | MOST | \$0.00 | \$836,216.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | MC-2011-07-71-02 | INCREASING MC SAFETY IN EL PASO COUNTY | \$0.00 | \$11,250.00 | \$0.00 | \$45,000.00 | \$45,000.00 | \$45,000.00 |
| | MC-2011-07-71-03 | JEFFCO MC RIDER SAFETY EDUCATION | \$0.00 | \$7,500.00 | \$0.00 | \$30,000.00 | \$30,000.00 | \$30,000.00 |
| | MC-2011-07-71-04 | OPERATION SAVE A LIFE | \$0.00 | \$6,125.00 | \$0.00 | \$24,500.00 | \$24,500.00 | \$24,500.00 |
| | Motorcycle Safety Total | | \$0.00 | \$861,091.00 | \$0.00 | \$99,500.00 | \$99,500.00 | \$99,500.00 |
| Occupant Protection | | | | | | | | |
| | OP-2011-06-61-01 | SW COLO CHILD ADOLESCENT SAFETY | \$0.00 | \$16,250.00 | \$0.00 | \$65,000.00 | \$65,000.00 | \$65,000.00 |
| | OP-2011-06-61-03 | TEEN MV SAFETY AND CPS PROJECT-PHASE 3 | \$0.00 | \$10,000.00 | \$0.00 | \$40,000.00 | \$40,000.00 | \$40,000.00 |
| | OP-2011-06-61-04 | HISPANIC TEEN DRIVING INITIATIVE | \$0.00 | \$21,250.00 | \$0.00 | \$85,000.00 | \$85,000.00 | \$2,500.00 |
| | OP-2011-06-61-05 | AFRICAN AMERICAN OCCUPANT PROTECTION PRO | \$0.00 | \$18,750.00 | \$0.00 | \$75,000.00 | \$75,000.00 | \$5,000.00 |
| | OP-2011-06-61-06 | BUCKLE UP FOR LOVE | \$0.00 | \$10,900.00 | \$0.00 | \$32,718.00 | \$32,718.00 | \$32,718.00 |
| | OP-2011-06-61-07 | SAVE A FRIEND SAVE YOURSELF | \$0.00 | \$9,250.00 | \$0.00 | \$26,250.00 | \$26,250.00 | \$26,250.00 |
| | OP-2011-06-61-08 | OP TECH TRANSFER | \$0.00 | \$0.00 | \$0.00 | \$10,000.00 | \$10,000.00 | \$0.00 |

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| | OP-2011-06-61-10 | LEAD THE CLICK, DRIVE FOR LIFE | \$0.00 | \$10,500.00 | \$0.00 | \$42,000.00 | \$42,000.00 | \$42,000.00 |
| | OP-2011-06-61-12 | CIOT LOCAL LAW ENFORCEMENT | \$0.00 | \$0.00 | \$0.00 | \$275,000.00 | \$275,000.00 | \$275,000.00 |
| | OP-2011-06-61-13 | AURORA P.A.R.T.Y. | \$0.00 | \$34,000.00 | \$0.00 | \$15,025.00 | \$15,025.00 | \$0.00 |
| | OP-2011-06-61-14 | OP MINI GRANTS | \$0.00 | \$0.00 | \$0.00 | \$50,000.00 | \$50,000.00 | \$50,000.00 |
| | OP-2011-06-61-15 | FOOTHILLS SCHOOL-BASED TEEN DRIVER SAFET | \$0.00 | \$11,325.00 | \$0.00 | \$46,500.00 | \$46,500.00 | \$46,500.00 |
| | OP-2011-06-61-16 | SAFE KIDS LARIMER COUNTY CPS PROGRAM | \$0.00 | \$11,250.00 | \$0.00 | \$45,000.00 | \$45,000.00 | \$45,000.00 |
| | OP-2011-06-61-17 | SEAT BELT SURVEY | \$0.00 | \$0.00 | \$0.00 | \$225,000.00 | \$225,000.00 | \$0.00 |
| | OP-2011-06-61-18 | TEEN MV SAFETY | \$0.00 | \$14,000.00 | \$0.00 | \$41,000.00 | \$41,000.00 | \$41,000.00 |
| | OP-2011-06-61-19 | TEEN MV SAFETY PROJECT-PHASE 3 | \$0.00 | \$6,250.00 | \$0.00 | \$25,000.00 | \$25,000.00 | \$25,000.00 |
| | OP-2011-06-61-20 | CPS PROGRAM EXPANSION TO THE UNDERSERVED | \$0.00 | \$14,500.00 | \$0.00 | \$58,000.00 | \$58,000.00 | \$58,000.00 |
| | OP-2011-06-61-21 | TEEN TRAFFIC CAMPAIGN | \$0.00 | \$12,500.00 | \$0.00 | \$50,000.00 | \$50,000.00 | \$50,000.00 |
| | OP-2011-06-61-22 | OCCUPANT PROTECTION PROGRAM ASSESSMENT | \$0.00 | \$0.00 | \$0.00 | \$30,000.00 | \$30,000.00 | \$0.00 |
| | OP-2011-12-98-02 | OCCUPANT PROTECTION PROGRAM SUPPORT | \$0.00 | \$0.00 | \$0.00 | \$240,000.00 | \$240,000.00 | \$0.00 |
| | OP-2011-12-98-05 | MEDIA PROGRAM SUPPORT-OP | \$0.00 | \$0.00 | \$0.00 | \$77,000.00 | \$77,000.00 | \$0.00 |
| | Occupant Protection Total | | \$0.00 | \$200,725.00 | \$0.00 | \$1,553,493.00 | \$1,553,493.00 | \$803,968.00 |
| | Pedestrian/Bicycle Safety | | | | | | | |
| | PS-2011-10-95-01 | STOP-LOOK-LISTEN | \$0.00 | \$7,425.00 | \$0.00 | \$20,775.00 | \$20,775.00 | \$20,775.00 |
| | PS-2011-10-95-02 | USING YOUR MIND TO PROTECT YOUR BODY | \$0.00 | \$61,140.00 | \$0.00 | \$23,680.00 | \$23,680.00 | \$23,680.00 |
| | PS-2011-10-95-03 | CROSSWALK AWARENESS | \$0.00 | \$1,650.00 | \$0.00 | \$3,780.00 | \$3,780.00 | \$3,780.00 |
| | PS-2011-10-95-04 | CO ADULT CROSSING GUARD PROGRAM-PHASE II | \$0.00 | \$5,500.00 | \$0.00 | \$22,000.00 | \$22,000.00 | \$0.00 |
| | Pedestrian/Bicycle Safety Total | | \$0.00 | \$75,715.00 | \$0.00 | \$70,235.00 | \$70,235.00 | \$48,235.00 |
| | Police Traffic Services | | | | | | | |
| | PT-2011-01-11-13 | LEC | \$0.00 | \$0.00 | \$0.00 | \$80,000.00 | \$80,000.00 | \$80,000.00 |
| | Police Traffic Services Total | | \$0.00 | \$0.00 | \$0.00 | \$80,000.00 | \$80,000.00 | \$80,000.00 |

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| Traffic Records | | | | | | | | |
| | TR-2011-04-41-01 | PROBLEM ID | \$0.00 | \$0.00 | \$0.00 | \$75,000.00 | \$75,000.00 | \$0.00 |
| | TR-2011-04-41-02 | ANNUAL REPORT/OTS PUBLICATIONS | \$0.00 | \$0.00 | \$0.00 | \$35,000.00 | \$35,000.00 | \$0.00 |
| | Traffic Records Total | | \$0.00 | \$0.00 | \$0.00 | \$110,000.00 | \$110,000.00 | \$0.00 |
| Safe Communities | | | | | | | | |
| | SA-2011-09-91-01 | R.I.P.E.A.T.S. | \$0.00 | \$11,750.00 | \$0.00 | \$47,000.00 | \$47,000.00 | \$47,000.00 |
| | SA-2011-09-91-02 | OP EDUCATION | \$0.00 | \$0.00 | \$0.00 | \$30,000.00 | \$30,000.00 | \$30,000.00 |
| | SA-2011-09-91-04 | INCREASING SEAT BELT COMPLIANCE | \$0.00 | \$16,250.00 | \$0.00 | \$65,000.00 | \$65,000.00 | \$65,000.00 |
| | SA-2011-09-91-05 | INCREASING SEAT BELT COMPLIANCE | \$0.00 | \$16,250.00 | \$0.00 | \$65,000.00 | \$65,000.00 | \$65,000.00 |
| | SA-2011-09-91-06 | INCREASING SEAT BELT COMPLIANCE | \$0.00 | \$16,250.00 | \$0.00 | \$65,000.00 | \$65,000.00 | \$65,000.00 |
| | SA-2011-09-91-07 | INCREASING SEAT BELT COMPLIANCE | \$0.00 | \$16,250.00 | \$0.00 | \$65,000.00 | \$65,000.00 | \$65,000.00 |
| | SA-2011-09-91-08 | INCREASING SEAT BELT COMPLIANCE | \$0.00 | \$16,250.00 | \$0.00 | \$65,000.00 | \$65,000.00 | \$65,000.00 |
| | SA-2011-09-91-09 | INCREASING SEAT BELT COMPLIANCE | \$0.00 | \$30,600.00 | \$0.00 | \$65,000.00 | \$65,000.00 | \$65,000.00 |
| | SA-2011-09-91-10 | INCREASING SEAT BELT COMPLIANCE | \$0.00 | \$16,500.00 | \$0.00 | \$65,000.00 | \$65,000.00 | \$65,000.00 |
| | SA-2011-09-91-11 | INCREASING SEAT BELT COMPLIANCE | \$0.00 | \$39,000.00 | \$0.00 | \$65,000.00 | \$65,000.00 | \$65,000.00 |
| | SA-2011-09-91-12 | INCREASING SEAT BELT COMPLIANCE | \$0.00 | \$30,600.00 | \$0.00 | \$65,000.00 | \$65,000.00 | \$65,000.00 |
| | Safe Communities Total | | \$0.00 | \$209,700.00 | \$0.00 | \$662,000.00 | \$662,000.00 | \$662,000.00 |
| Speed Enforcement | | | | | | | | |
| | SE-2011-02-21-01 | FOCUSED SPEED ENFORCEMENT | \$0.00 | \$31,769.00 | \$0.00 | \$93,000.00 | \$93,000.00 | \$93,000.00 |
| | SE-2011-02-21-02 | AURORA HIGHWAY SAFETY CAMPAIGN | \$0.00 | \$20,000.00 | \$0.00 | \$50,000.00 | \$50,000.00 | \$50,000.00 |
| | SE-2011-02-21-03 | REDUCED THE # OF SPEED RELATED FATALITIE | \$0.00 | \$6,473.00 | \$0.00 | \$15,000.00 | \$15,000.00 | \$15,000.00 |
| | Speed Enforcement Total | | \$0.00 | \$58,242.00 | \$0.00 | \$158,000.00 | \$158,000.00 | \$158,000.00 |
| Paid Advertising | | | | | | | | |
| | PM-2011-08-81-05 | CLICK IT OR TICKET & SEAT BELTS-PR/EVAL | \$0.00 | \$0.00 | \$0.00 | \$150,000.00 | \$150,000.00 | \$0.00 |

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| | PM-2011-08-81-06 | CLICK IT OR TICKET & SEAT BELTS-PAID MED | \$0.00 | \$0.00 | \$0.00 | \$265,000.00 | \$265,000.00 | \$0.00 |
| | PM-2011-08-81-07 | CLICK IT OR TICKET-HISPANIC | \$0.00 | \$0.00 | \$0.00 | \$60,000.00 | \$60,000.00 | \$0.00 |
| | PM-2011-08-81-08 | TEEN DRIVING AND GDL | \$0.00 | \$0.00 | \$0.00 | \$100,000.00 | \$100,000.00 | \$0.00 |
| | PM-2011-08-81-09 | CHILD PASSENGER SAFETY | \$0.00 | \$0.00 | \$0.00 | \$100,000.00 | \$100,000.00 | \$0.00 |
| | PM-2011-08-81-10 | CONE ZONE | \$0.00 | \$0.00 | \$0.00 | \$100,000.00 | \$100,000.00 | \$0.00 |
| | PM-2011-08-81-11 | DISTRACTED DRIVING | \$0.00 | \$0.00 | \$0.00 | \$75,000.00 | \$75,000.00 | \$0.00 |
| | PM-2011-08-81-12 | RETAC SEAT BELT SUPPORT | \$0.00 | \$0.00 | \$0.00 | \$50,000.00 | \$50,000.00 | \$0.00 |
| | Paid Advertising Total | | \$0.00 | \$0.00 | \$0.00 | \$900,000.00 | \$900,000.00 | \$0.00 |
| | NHTSA 402 Total | | \$0.00 | \$1,825,473.00 | \$0.00 | \$4,426,228.00 | \$4,426,228.00 | \$2,391,703.00 |
| 405 OP SAFETEA-LU | | | | | | | | |
| | K2-2011-06-61-02 | CPS TEAM COLORADO | \$0.00 | \$65,000.00 | \$0.00 | \$175,000.00 | \$175,000.00 | \$75,000.00 |
| | K2-2011-06-61-09 | LATINO COMMUNITY SEAT BELT SAFETY PROGRA | \$0.00 | \$18,750.00 | \$0.00 | \$75,000.00 | \$75,000.00 | \$0.00 |
| | K2-2011-06-61-11 | CLICK IT OR TICKET | \$0.00 | \$100,000.00 | \$0.00 | \$300,000.00 | \$300,000.00 | \$0.00 |
| | K2-2011-09-91-03 | INCREASING SEAT BELT COMPLIANCE | \$0.00 | \$35,000.00 | \$0.00 | \$95,000.00 | \$95,000.00 | \$0.00 |
| | 405 Occupant Protection Total | | \$0.00 | \$218,750.00 | \$0.00 | \$645,000.00 | \$645,000.00 | \$75,000.00 |
| | 405 OP SAFETEA-LU Total | | \$0.00 | \$218,750.00 | \$0.00 | \$645,000.00 | \$645,000.00 | \$75,000.00 |
| 408 Data Program SAFETEA-LU | | | | | | | | |
| | K9-2011-04-41-03 | ENHANCING EMS AND TRAUMA REGISTRY DATA S | \$0.00 | \$19,250.00 | \$0.00 | \$96,012.00 | \$96,012.00 | \$0.00 |
| | K9-2011-04-41-04 | CRASH DATA LOCATION CODING | \$0.00 | \$250,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | K9-2011-12-98-03 | TRAFFIC RECORDS PROGRAM SUPPORT | \$0.00 | \$0.00 | \$0.00 | \$120,000.00 | \$120,000.00 | \$0.00 |
| | 408 Data Program Incentive | | \$0.00 | \$269,250.00 | \$0.00 | \$216,012.00 | \$216,012.00 | \$0.00 |
| | 408 Data Program SAFETEA-LU | | \$0.00 | \$269,250.00 | \$0.00 | \$216,012.00 | \$216,012.00 | \$0.00 |
| 410 Alcohol SAFETEA-LU | | | | | | | | |
| | K8-2011-01-11-01 | DUI/ DRE ENFORCEMENT TRAINING | \$0.00 | \$50,000.00 | \$0.00 | \$50,000.00 | \$50,000.00 | \$0.00 |

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| | K8-2011-01-11-02 | INTERAGENCY TASK FORCE ON DRUNK DRIVING | \$0.00 | \$45,000.00 | \$0.00 | \$45,000.00 | \$45,000.00 | \$0.00 |
| | K8-2011-01-11-03 | SUPPORT FOR DUI COURTS | \$0.00 | \$250,000.00 | \$0.00 | \$250,000.00 | \$250,000.00 | \$0.00 |
| | K8-2011-01-11-05 | DECREASE IMPAIRED DRIVING AMONG COLLEGE | \$0.00 | \$40,000.00 | \$0.00 | \$40,000.00 | \$40,000.00 | \$0.00 |
| | K8-2011-01-11-06 | MADD CO UNDERAGE DRINKING PREVENTION | \$0.00 | \$85,000.00 | \$0.00 | \$85,000.00 | \$85,000.00 | \$0.00 |
| | K8-2011-01-11-07 | DUI REDUCTION AND PREVENTION | \$0.00 | \$50,000.00 | \$0.00 | \$50,000.00 | \$50,000.00 | \$0.00 |
| | K8-2011-01-11-08 | DRE TECH TRANSFER | \$0.00 | \$10,000.00 | \$0.00 | \$10,000.00 | \$10,000.00 | \$0.00 |
| | K8-2011-01-11-09 | IMPAIRED DRIVING ENFORCEMENT | \$0.00 | \$335,000.00 | \$0.00 | \$335,000.00 | \$335,000.00 | \$0.00 |
| | K8-2011-01-11-10 | ID TECH TRANSFER | \$0.00 | \$20,000.00 | \$0.00 | \$20,000.00 | \$20,000.00 | \$0.00 |
| | K8-2011-01-11-11 | CHECKPOINT COLORADO | \$0.00 | \$270,000.00 | \$0.00 | \$270,000.00 | \$270,000.00 | \$0.00 |
| | K8-2011-01-11-12 | ENHANCED DRUNK DRIVING ENFORCEMENT (HUTF | \$0.00 | \$1,022,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | K8-2011-01-11-14 | DENVER DUI ENFORCEMENT | \$0.00 | \$32,000.00 | \$0.00 | \$32,000.00 | \$32,000.00 | \$0.00 |
| | K8-2011-01-11-15 | SMART ROADS | \$0.00 | \$50,000.00 | \$0.00 | \$50,000.00 | \$50,000.00 | \$0.00 |
| | K8-2011-01-11-16 | IMPAIRED DRIVING PREVENTION PROGRAMS | \$0.00 | \$20,000.00 | \$0.00 | \$20,000.00 | \$20,000.00 | \$0.00 |
| | K8-2011-01-11-17 | HVE-DRUNK DRIVING | \$0.00 | \$1,500,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | K8-2011-01-11-18 | DRE TRAINING | \$0.00 | \$50,000.00 | \$0.00 | \$50,000.00 | \$50,000.00 | \$0.00 |
| | K8-2011-01-11-19 | EVIDENTIARY BLOOD (BREATH) ALCOHOL TESTI | \$0.00 | \$800,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | K8-2011-01-11-20 | DUI COUNTERMEASURES | \$0.00 | \$2,146,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | K8-2011-12-98-01 | IMPAIRED DRIVING PROGRAM SUPPORT | \$0.00 | \$0.00 | \$0.00 | \$220,000.00 | \$220,000.00 | \$0.00 |
| | 410 Alcohol SAFETEA-LU Total | | \$0.00 | \$6,775,000.00 | \$0.00 | \$1,527,000.00 | \$1,527,000.00 | \$0.00 |
| | 410 Alcohol SAFETEA-LU Paid Media | | | | | | | |
| | K8PM-2011-08-81-01 | HIGH-VISIBILITY DUI ENFORCEMENT PR/EVAL | \$0.00 | \$0.00 | \$0.00 | \$325,000.00 | \$325,000.00 | \$0.00 |
| | K8PM-2011-08-81-02 | HIGH-VISIBILITY DUI ENFORCEMENT PAID MED | \$0.00 | \$0.00 | \$0.00 | \$250,000.00 | \$250,000.00 | \$0.00 |
| | K8PM-2011-08-81-03 | HIGH-VISIBILITY DUI ENFORCEMENT-LATION & | \$0.00 | \$0.00 | \$0.00 | \$75,000.00 | \$75,000.00 | \$0.00 |
| | 410 Alcohol SAFETEA-LU Paid | | \$0.00 | \$0.00 | \$0.00 | \$650,000.00 | \$650,000.00 | \$0.00 |

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| 410 Alcohol SAFETEA-LU Total | | | \$0.00 | \$6,775,000.00 | \$0.00 | \$2,177,000.00 | \$2,177,000.00 | \$0.00 |
| 2010 Motorcycle Safety | | | | | | | | |
| | K6-2011-08-81-04 | MOTORCYCLE SAFETY | \$0.00 | \$0.00 | \$0.00 | \$101,000.00 | \$101,000.00 | \$0.00 |
| 2010 Motorcycle Safety | | | \$0.00 | \$0.00 | \$0.00 | \$101,000.00 | \$101,000.00 | \$0.00 |
| 2010 Motorcycle Safety Total | | | \$0.00 | \$0.00 | \$0.00 | \$101,000.00 | \$101,000.00 | \$0.00 |
| 154 Transfer Funds | | | | | | | | |
| | 154HE-2011-00-00-05 | HAZARD ELIMINATION | \$0.00 | \$0.00 | \$0.00 | \$2,094,003.50 | \$2,094,003.50 | \$0.00 |
| 154 Hazard Elimination Total | | | \$0.00 | \$0.00 | \$0.00 | \$2,094,003.50 | \$2,094,003.50 | \$0.00 |
| 154 Transfer Funds Total | | | \$0.00 | \$0.00 | \$0.00 | \$2,094,003.50 | \$2,094,003.50 | \$0.00 |
| NHTSA Total | | | \$0.00 | \$9,088,473.00 | \$0.00 | \$9,659,243.50 | \$9,659,243.50 | \$2,466,703.00 |
| Total | | | \$0.00 | \$9,088,473.00 | \$0.00 | \$9,659,243.50 | \$9,659,243.50 | \$2,466,703.00 |

For more information, please contact:

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