



Traffic Safety and Engineering Services
 2829 W. Howard Pl., 4th Floor
 Denver, CO 80204

DATE: December 15, 2023

TO: City/County Transportation Officials

FROM: David Swenka, PE, PTOE,
 Safety Programs, Data and Analysis Manager
 CDOT Traffic Safety Engineering Services

RE: Notice of Funding Opportunity for Federal Highway Safety Improvement Program (HSIP) Local Agency Projects

Applications for HSIP program funds for state fiscal year (FY) 2027 (July 2026 to June 2027) are being accepted at this time. Approximately \$20 million is anticipated to be available for safety improvement projects along local off-system (non-state owned) public roads across Colorado. This total amount will be distributed based on the proportion of crashes that have occurred within each CDOT Region.

To request federal funding assistance for a traffic safety improvement project in your jurisdiction, please complete an application (attached) for each project to be considered for funding. Mail or email the completed application(s) to your local CDOT regional traffic engineer shown below. CDOT staff will review the applications and forward to this office for further evaluation and prioritization. Applications must be received by your region traffic engineer no later than **February 23, 2024**. To determine your region, please refer to the map on the following page.

Colorado Department of Transportation Region & State Traffic Engineers

Alazar Tesfaye - Region 1 Traffic Engineer 2829 W. Howard Pl Denver, CO 80204 alazar.tesfaye@state.co.us (303) 512-4040	Jason Nelson - Region 2 Traffic Engineer 5615 Wills Blvd Pueblo, CO 81009 jason.nelson@state.co.us (719) 546-5411
Zane Znamenacek - Region 3 Traffic Engineer 222 S 6th St, Room 100 Grand Junction, CO 81501 zane.znamenacek@state.co.us (970) 683-6275	Katrina Kloberdanz - Region 4 Traffic Engineer 10601 W. 10 th St Greeley, CO 80634 katrina.kloberdanz@state.co.us (970) 350-2211
Jennifer Allison - Region 5 Traffic Engineer 3803 Main Ave, Suite 100 Durango, CO 81301 jennifer.allison@state.co.us (970) 385-1449	San Lee - HQ State Traffic Engineer 2829 W. Howard Pl Denver, CO 80204 san.lee@state.co.us (303) 757-9345



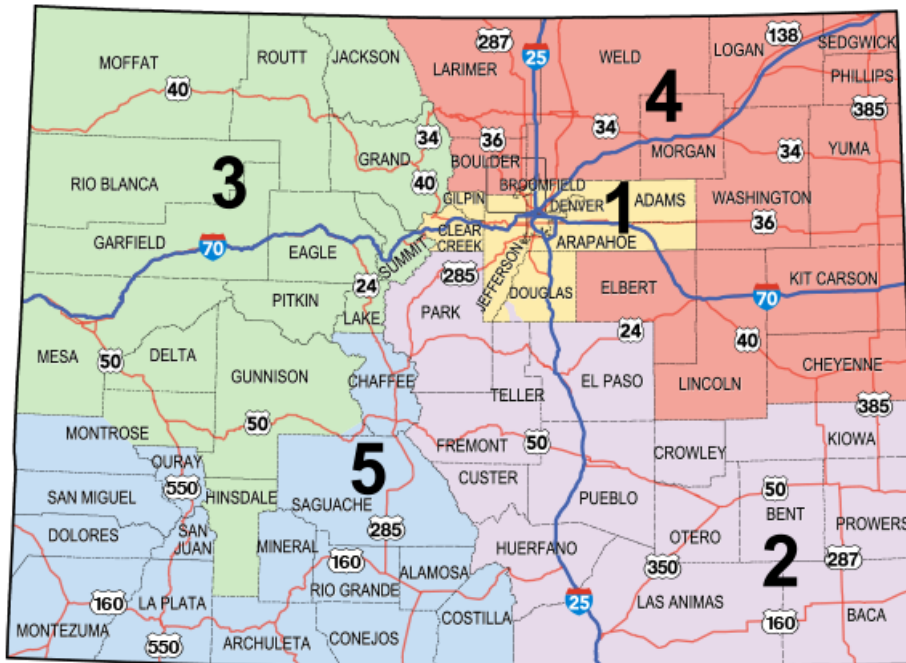


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Any project selected for funding under the HSIP must be included in or added to the Statewide Transportation Improvement Program (STIP) and, if in an urban area, in the appropriate Transportation Improvement Program (TIP) of the respective Metropolitan Planning Organization (MPO).

Please complete the enclosed application form for each project of interest and submit with supporting documents. All requests will be considered only for state fiscal year 2027 funding. Note that funding is contingent on the continuation of this federal safety program. The application process, final analysis, and award notification are expected to be completed by April 26, 2024. Your participation in this program is greatly appreciated.

CDOT Region Boundary Map



HSIP Funding Distribution by Region

- Region 1: 52.9% (\$10.6M)
- Region 2: 16.9% (\$3.4M)
- Region 3: 9.3% (\$1.9M)
- Region 4: 17.2% (\$3.4M)
- Region 5: 3.7% (\$0.7M)





Federal Highway Safety Improvement Program

The Highway Safety Improvement Program (HSIP) is a core federal-aid program to states for the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. The program provides federal funds (90% federal, 10% state/local) for infrastructure projects that improve highway safety at locations where there is potential for crash reduction. Observed crash history and effectiveness of the proposed safety improvements are factors in the criteria for evaluating applications.

Safety improvements along all public roadways, including non-state-owned roads and roads on tribal land, within your jurisdiction are eligible for HSIP funding. If there is a safety improvement desired along a state highway, please check with your local regional traffic engineer if the proposed project is viable before applying. Safety improvement projects that are along non-state highways will be considered higher priority.

Applications should request no less than \$250,000. The overhead is about the same for any size project and the cost effectiveness of the federal dollars diminish below this amount. Multiple project locations can be combined in an application to meet this \$250,000 threshold. Design costs can be included in the requested amount. Additionally, projects that include costs for right-of-way are allowed but not recommended because of the long lead time often required for right-of-way acquisition.

Candidate site specific projects that have a potential for crash reduction will be considered for funding prioritization. The data driven methodology of project evaluation is based on meeting the criteria of the location experiencing a higher-than-expected crash frequency or the detection of a correctable crash pattern that can be mitigated by the project. CDOT will calculate the level of service of safety (LOSS) analysis and crash pattern analysis along with a benefit to cost (B/C) ratio in accordance with the HSIP procedural manual available at: <https://www.codot.gov/safety/traffic-safety/safety-programs-data/hsip>

Site specific projects that exhibit a potential for crash reduction upon evaluation will then be prioritized for funding ranked by the calculated B/C ratio; however, projects focusing on safety improvements along high-risk rural roads (HRRR, which are typically low volume rural roads) or safety improvements targeting crashes involving vulnerable roadway users (VRU: pedestrians, bicyclists) may be evaluated systemically. These projects must comprise of new low-cost safety improvements applied at multiple (two or more) locations to address potential rural roadway departures or VRU collisions. These types of projects are not subject to meeting a minimum b/c ratio but must show characteristics or risk factors that may lead to potential crashes.

25% of each region's funding distribution totals is set aside for these types of systemic applications (except for Region 5, which will be 50%). Funding requests for systemic projects exceeding \$500,000 will not qualify for the set aside and will be evaluated and prioritized the same as site specific projects. More information about the systemic approach can be found on the Federal Highway Administration's website: <https://safety.fhwa.dot.gov/systemic/>





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Local agencies that are awarded a grant are required to have an approved Title VI Plan on file with CDOT's Civil Rights and Business Resource Center (CRBRC). Should your agency be selected to receive an award, you will be contacted by CRBRC staff to confirm this Title VI Plan requirement is met. Further information about this requirement can be found on CRBRC's website at:
<https://www.codot.gov/business/civilrights/titlevi/fhwa-subrecipients>

Planned project advertisement dates should be no later than June 2027, otherwise applications may be deferred until the next local agency call for projects for FY 2028. Please be conservative in anticipating project advertisement/construction dates for your project. Awarded funding can be advanced for pre-construction activities (e.g., design) or if the project is ready to go to advertisement sooner than expected. If, however, the project is delayed beyond the fiscal year requested, funding is not guaranteed. The state has the right to rescind awarded funding under those circumstances.

Questions regarding the application process and evaluation criteria can be directed to:

David Swenka, PE, PTOE, CDOT HQ Traffic Safety and Engineering Services
david.swenka@state.co.us, (303) 512-5103

Distribution: City/County/MPO/TPR/Local Transportation Officials
CDOT Traffic Engineers/Planners/Local Agency Coordinators
FHWA/Colorado LTAP

Attachment: HSIP Funding Application Form (2 pages)

Electronic Versions of the forms are available at:
<https://www.codot.gov/safety/traffic-safety/data-analysis/hsip>

