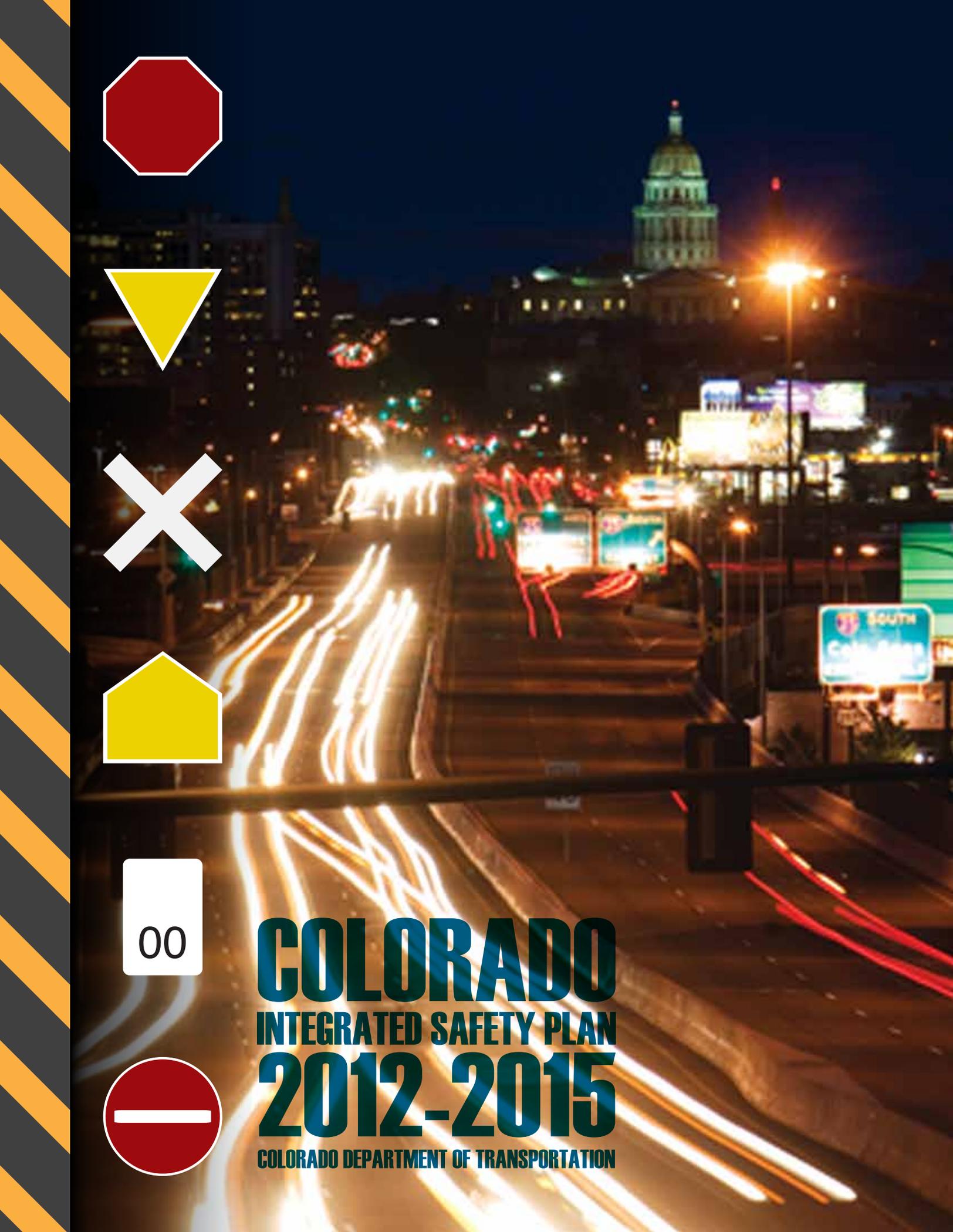


COLORADO

INTEGRATED SAFETY PLAN

2012-2015

COLORADO DEPARTMENT OF TRANSPORTATION



COLORADO DEPARTMENT OF TRANSPORTATION 2012 - 2015 Integrated Safety Plan

Mission Statement:

Reduce the incidence and severity of motor vehicle crashes and the associated 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 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 2012-2015." This document explains:

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

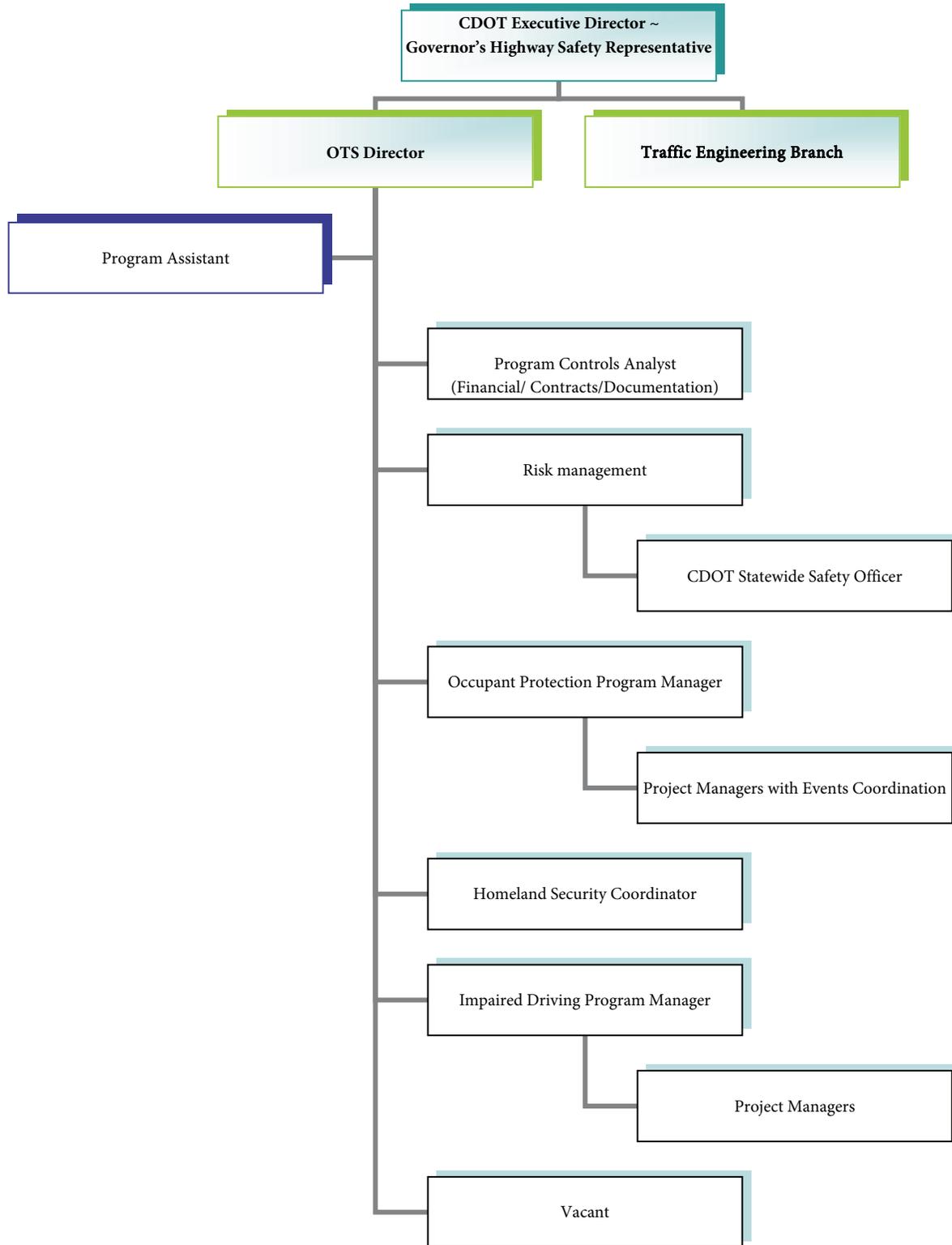
The Office of Transportation Safety (OTS), with the continued support of the National Highway Traffic Safety Administration (NHTSA), the Federal Highway Administration (FHWA), CDOT's Public Relations Office, the Traffic Engineering Branch staff and all our local transportation safety partners, is committed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

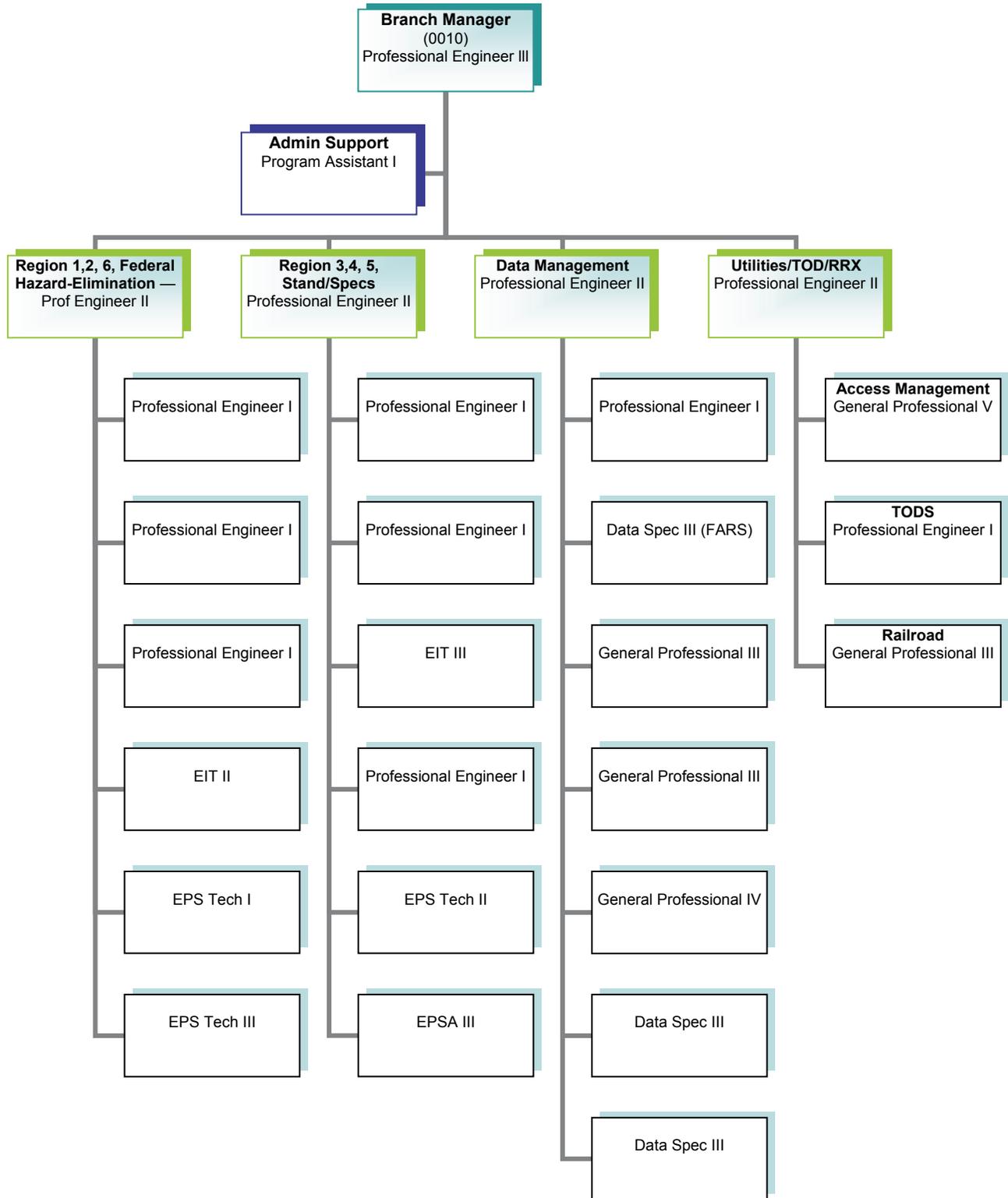
I would like to thank the individuals both inside and outside CDOT who helped contribute to this report and the selection of projects. It is through this collaboration and the development of innovative safety programs that we will reduce future roadway deaths and injuries in Colorado.



Mike Nugent
Director, Office of Transportation Safety









The 2012-2015 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 factors contributing 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:

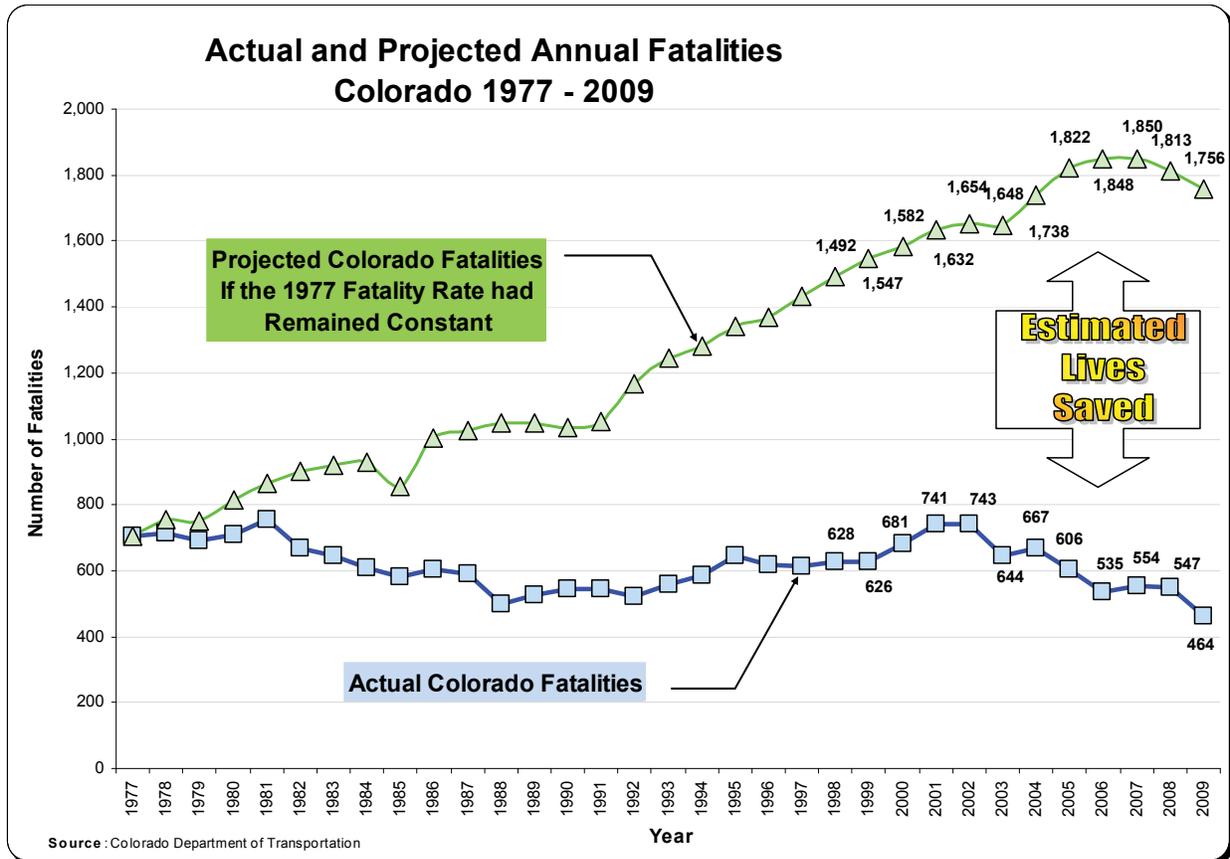
- Reduce the fatalities per 100 Million Vehicle Miles Traveled (VMT). In 2009, total fatalities per VMT were 1.00.
- Increase the observed seat belt use for passenger vehicles. In 2009, this rate was 81.1%.
- Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above. In 2009, 158 fatalities resulted from crashes involving a driver or motorcycle operator with a BAC of .08 or above.
- Reduce the number of motorcyclist fatalities. In 2009, there were 88 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 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 2009, the rate declined to 1.00, based on the 2009 VMT. By comparison, if the 1977 fatality rate had remained unchanged and accounting for population and VMT growth, an estimated 1,756 persons would have died in 2009, compared to the actual number of 465. Cumulatively, CDOT estimates that more than 20,000 lives have been saved as a result of the steady reduction in statewide fatalities from the 1977 level. Over that time, the most serious challenges were impaired driving, the lack of use of occupant protection devices such as seat belts, young driver behaviors, and aggressive driving. In urban areas, rear-end, approach turns and broadside crashes were most prevalent. In rural areas, running off the road, hitting fixed objects and overturning were prevalent. Finally, motorcycle and commercial vehicle safety were areas of special concern.

Some of these successes are due to the passage of important traffic safety legislation, including 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 Drivers 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;
- 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 2007-2009: 18,514
- A-2. Number of impaired driving arrests made during grant-funded enforcement activities (grant activity reporting)**
Average number of impaired driving arrests from 2007-2009: 6,344
- A-3. Number of speeding citations issued during grant-funded enforcement activities (grant activity reporting)**
Average number of speeding citations written from 2007-2009: 12,137
- B-1. Increase the observed seat belt use for passenger vehicles**
Observed seat belt rate for passenger vehicles in 2009: 81.1%
Goal: Increase the observed seat belt use for passenger vehicles to 84% in 2012
- C-1. Reduce the number of traffic fatalities**
Number of traffic fatalities in 2009: 465
Goal: Reduce the number of traffic fatalities in 2012 to 435
- C-2. Reduce the number of serious injuries in traffic crashes**
Number of serious injuries in traffic crashes in 2009: 12,010
Goal: Reduce the number of serious injuries in traffic crashes in 2012 to 10,240
- C-3. Reduce the fatalities per Vehicle Miles Traveled (VMT)**
Total fatalities per Vehicle Miles Traveled (VMT) in 2009: 1.00
Urban fatalities per Vehicle Miles Traveled (VMT) in 2009: .67
Rural fatalities per Vehicle Miles Traveled (VMT) in 2009: 1.73
Goal: Maintain the fatality rate per VMT in 2012 at or below .95
- C-4. Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions**
Number of unrestrained passenger vehicle occupant fatalities in 2009: 168
Goal: Reduce the number of unrestrained passenger vehicle occupant fatalities in 2012 to 161
- C-5. Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above**
Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above in 2009: 158
Goal: Maintain the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above in 2012 at or below 158
- C-6. Reduce the number of speeding-related fatalities**
Number of speeding-related fatalities in 2009: 171
Goal: Maintain the number of speeding-related fatalities in 2012 at or below 171
- C-7. Reduce the number of motorcyclist fatalities**
Number of motorcyclist fatalities in 2009: 88
Goal: Maintain the number of motorcyclist fatalities in 2012 at or below 88
- C-8. Reduce the number of unhelmeted motorcyclist fatalities**
Number of unhelmeted motorcyclist fatalities in 2009: 60
Goal: Reduce the number of unhelmeted motorcyclist fatalities in 2012 to 52

- C-9. Reduce the number of drivers age 20 or younger involved in fatal crashes**
Number of drivers age 20 or younger involved in fatal crashes in 2009: 64
Goal: Reduce the number of drivers age 20 or younger involved in fatal crashes in 2012 to 60
- C-10. Reduce the number of pedestrian fatalities**
Number of pedestrian fatalities in 2009: 47
Goal: Reduce the number of pedestrian fatalities in 2012 to 38
- S-1. Conduct driver attitude and awareness survey of Highway Safety enforcement and communication activities, and self-reported driving behavior**

Important Notes regarding the 2010-2011 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 2010 pre- and post-program surveys. The 2011 post-program survey will be completed in September 2011, and the 2011 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 2011 Annual Report.
3. Data results for Seat Belt show results from the 2011 pre- and post-campaign surveys, conducted in March of 2011 and June of 2011, respectively.
4. CDOT received permission to slightly modify the Speeding-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. It is possible to prepare a longitudinal analysis, however, 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)

	March 2010	September 2010
1) None	76%	77%
2) One	11%	13%
3) Two	6%	4%
4) Three	3%	2%
5) Four or More	3%	4%

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 2010	September 2010
1) Yes	25%	65%
2) No	71%	33%
3) Don't know	4%	2%
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 2010	September 2010
1) Very likely 24%	24%	24%
2) Somewhat likely	27%	29%
3) Somewhat unlikely	16%	18%
4) Very unlikely	13%	14%
5) Don't know	16%	13%
6) Refused	4%	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 2011	June 2011
1) All of the time	87%	88%
2) Most of the time	7%	7%
3) Some of the time	3%	2%
4) Rarely	2%	1%
5) Never	1%	2%
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 2011	June 2011
1) Yes	5%	31%
2) No	93%	67%
3) Don't know	3%	2%
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 2011	June 2011
1) Very likely	18%	28%
2) Somewhat likely	29%	28%
3) Somewhat unlikely	27%	26%
4) Very unlikely	24%	15%
5) Don't know	2%	3%
6) Refused	0%	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 2011
1) All of the time	7%
2) Most of the time	11%
3) Some of the time	25%
4) Rarely	39%
5) Never	18%
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 2011
1) All of the time	2%
2) Most of the time	8%
3) Some of the time	23%
4) Rarely	36%
5) Never	31%
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 2011
1) Yes	35%
2) No	65%
3) Don't know	1%
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 your motor vehicle 5 mph over the speed limit for the next 6 months. How likely is it that the police would stop you?

	June 2011
1) Very Likely	12%
2) Somewhat likely	26%
3) Somewhat unlikely	32%
4) Very unlikely	27%
5) Don't know [DO NOT READ]	2%
6) Refused [DO NOT READ]	0%

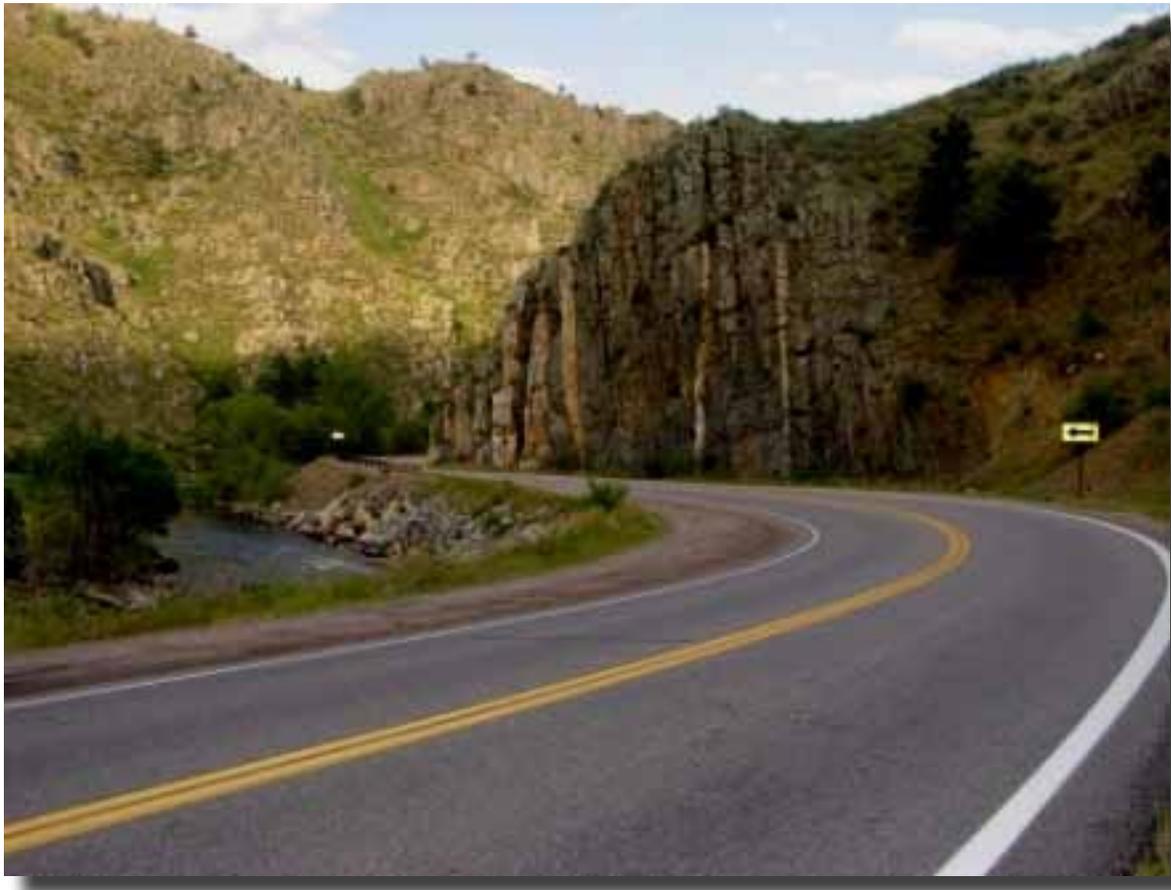
EVALUATION MEASURES

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.

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). (Inactive at present time)
5. Number of signs installed as a result of the road safety audits' complimentary Signs for Small Communities Program. (Inactive at present time)
6. Approximately 130 individuals trained from local entities in the Traffic Engineering Seminars Program. (Inactive at present time)
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. (Inactive at present time)
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. (Inactive at present time)

Federal Fiscal Year Financial Programs

FY 2012 - 2015



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 Recital Profiling	State Match (Safety)	FIWA Flex Funds	Cone Zone	MOST & LEAF	Total
Title 23 USC Funding Source	LS40/LS50	LS20/LS30	(FAA402)	(FAA000)	(Sec 157A)	(Sec 157A)	(Sec 157A)	(Sec 402)	(Sec 153)	(Sec 410)	(Sec 408)	(Sec 2010)	(Sec 1906)	(State)	(FHWA)	(State)	(State)	(State)	
FFY2012 Feds/State/Local (Multi-Moded Funds)	\$ 2,100,000	\$ 17,115,393	\$ 1,657,310	\$ 344,400	\$ 4,701,204	\$ 2,265,202	\$ 883,310	\$ 101,000	\$ 452,146	\$ 6,304,959	\$ 35,924,824								
Transportation Commission Safety Funds	\$ 73,305,725																		\$ 73,305,725
Transferred to Regions for MLOS Signaling and Striping	\$ (61,377,000)																		\$ (61,377,000)
Estimated Carryover/Savings		\$ 3,714,832	\$ 232,858																\$ 3,947,690
Sub-Total	\$ 11,928,725	\$ 2,100,000	\$ 20,830,225	\$ 1,890,168	\$ 344,400	\$ -	\$ -	\$ 4,701,204	\$ -	\$ 2,265,202	\$ 883,310	\$ -	\$ 101,000	\$ -	\$ 452,146	\$ -	\$ -	\$ 6,304,959	\$ 51,801,349
Rockfall (RFM)	\$ (3,246,016)																		\$ (3,246,016)
Hazard Elimination (HAZ/HRR)			\$ (20,830,225)	\$ (1,790,168)	\$ (344,400)														\$ (22,964,793)
Rail Crossings (RAGRGS)		\$ (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 (SAR)		\$ (6,040,741)																	\$ (6,040,741)
Engineering Safety (SAF)																			\$ -
Sub-Total	\$ (11,928,725)	\$ (2,100,000)	\$ (20,830,225)	\$ (1,890,168)	\$ (344,400)	\$ -	\$ -	\$ (4,701,204)	\$ -	\$ (2,265,202)	\$ 883,310	\$ -	\$ (101,000)	\$ -	\$ (452,146)	\$ -	\$ -	\$ (6,304,959)	\$ (37,095,528)
Planning, Administration, and Operations (Traffic Analysis)																			\$ (1,123,000)
Sub-Total																			\$ (1,123,000)
Prohibit Recital Profiling																			\$ -
Sub-Total																			\$ -
Traffic Records																			\$ (1,082,456)
Sub-Total																			\$ (1,082,456)
Impaired Driving																			\$ (1,082,456)
Speed Enforcement																			\$ (1,082,456)
Occupant Protection																			\$ (1,082,456)
Motorcycle Safety																			\$ (1,082,456)
Cone Zone																			\$ (1,082,456)
Public Information and Education																			\$ (1,082,456)
Safe Communities																			\$ (1,082,456)
Bicycle/Pedestrian Safety																			\$ (1,082,456)
Roadway Safety																			\$ (1,082,456)
Traffic Engineering																			\$ (1,082,456)
Sub-Total																			\$ (1,082,456)
Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (4,011,204)	\$ -	\$ (2,085,202)	\$ -	\$ -	\$ (101,000)	\$ -	\$ -	\$ -	\$ -	\$ (6,304,959)	\$ (12,502,355)

Federal Fiscal Year Financial Programs

FFY 2012 (Continued)

Region	Description	Transportation Commission Safety	Railroad Grade Separation	Railroad At-Grade	High Risk Rural Roads	Hazard Elimination	State Highway	Local Match ^a	Total
		REMS/ESAF	LS-40 RCS	LS-50 RAG	LS-20 HRR	LS-30 HAZ	(402) Match	Match	
All	Annual Rockfall Program (Administered by HQ Materials Lab)	\$ (32,860.16)							\$ (32,860.16)
Rockfall (RFM)									
Region Projects									
1	Region 1 (Available)								
2	SH50B MP 332 to MP 349 Median & Shoulder Rumble Strips					\$ (932,900)	\$ (103,655)		\$ (1,036,555)
3	SH25A MP 0.00 to MP 5.00 MRCR Guardrail - Connect Segments and Extend Others					\$ (270,000)	\$ (30,000)		\$ (300,000)
4	Region 2 (Available)								
5	SH62A 18.88 to 18.88 at HW Dr / Valley Rd Intersection Improvements					\$ (450,000)	\$ (50,000)		\$ (500,000)
6	Region 3 (Available)								
7	SH151 241.90 to 265.30 - Cable Rail in Ft. Lupton					\$ (1,051,041)	\$ (116,732)		\$ (1,167,773)
8	Region 4 (Available)								
9	SH169 and SH150 Signal Upgrades and Intersection Improvements in Durango at Various Locations					\$ (812,806)	\$ (108,578)		\$ (921,384)
10	Region 5 (Available)								
11	SH183A 74.45 to 75.18 - SH 837 Quebec St to Onedia St Raised Median					\$ (7,967)	\$ (845)		\$ (8,812)
12	SH70A 273 to 273.39 - 1.70 at Pecos St EB on ramp Ramp Metering					\$ (180,000)	\$ (20,000)		\$ (200,000)
13	SH72A 1.01 to 1.75 - SH 2 (Colorado Blvd), Yale Ave to Evans Ave Raised Median					\$ (675,000)	\$ (75,000)		\$ (750,000)
14	SH188 20.4 to 20.4 - SH 88 / Jordan Rd Signal Upgrade					\$ (450,000)	\$ (50,000)		\$ (500,000)
15	SH70A 272.01 to 272.39 - 1.70 at Federal Blvd EB on ramp Ramp Metering					\$ (180,000)	\$ (20,000)		\$ (200,000)
16	SH70A 281.56 to 281.95 - SH 70 / Pecos Ave EB On-Ramp Ramp Metering					\$ (180,000)	\$ (20,000)		\$ (200,000)
17	SH121A 3.56 to 4.16 - SH 121 / Pothill Ave Signal Upgrade					\$ (450,000)	\$ (50,000)		\$ (500,000)
18	SH121A 6.44 to 6.64 - SH 121 / Quincey Ave Signal Upgrade					\$ (450,000)	\$ (50,000)		\$ (500,000)
19	SH128B 1.1 to 1.13 - SH 128 / Pecos St Signal Upgrade					\$ (6,695,795)	\$ (564,522)		\$ (7,260,317)
20	Region 6 (Available)								
Local Projects									
1	Cedar Drive Improvements (Eagle County)					\$ (1,170,000)	\$ (33,500)	\$ (113,000)	\$ (1,316,500)
2	SH287C 335.18 to 335.28 287C (Buchanan Ave) / Garfield Ave Signal Upgrade (Lowland)					\$ (901,500)	\$ (33,500)	\$ (113,000)	\$ (1,048,000)
3	120th / Colorado Blvd Reduc. AT, RE, and SS on Colorado Blvd (Thornton)					\$ (1,920,600)	\$ (213,400)	\$ (213,400)	\$ (2,147,400)
Rail Crossings (RAG/RGS)									
1	Sherman St, Monte Vista			\$ (300,000)					\$ (300,000)
2	Otero County Rd 22			\$ (300,000)					\$ (300,000)
3	Otero County Rd 17			\$ (300,000)					\$ (300,000)
4	Otero County Rd 14			\$ (300,000)					\$ (300,000)
5	Stangels Hill Grade Separation			\$ (900,000)					\$ (900,000)
6	TBD / Roll Forward to FY2013								
All Future Structures TBD									
Hot Spots (HOT)									
1	Region "Hot Spot" Money	\$ (661,192)							\$ (661,192)
2	Region "Hot Spot" Money	\$ (661,192)							\$ (661,192)
3	Region "Hot Spot" Money	\$ (661,192)							\$ (661,192)
4	Region "Hot Spot" Money	\$ (661,192)							\$ (661,192)
5	Region "Hot Spot" Money	\$ (661,192)							\$ (661,192)
6	Region "Hot Spot" Money	\$ (661,192)							\$ (661,192)
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)
Safety Needs/Resurfacing (SAE)									
1	Region "Safety Resurfacing" Money	\$ (745,711)							\$ (745,711)
2	Region "Safety Resurfacing" Money	\$ (895,967)							\$ (895,967)
3	Region "Safety Resurfacing" Money	\$ (895,968)							\$ (895,968)
4	Region "Safety Resurfacing" Money	\$ (954,599)							\$ (954,599)
5	Region "Safety Resurfacing" Money	\$ (745,711)							\$ (745,711)
6	Region "Safety Resurfacing" Money	\$ (795,425)							\$ (795,425)
Other Safety Project (TBD)									
1	Other Safety Project (TBD)	\$ -				\$ -			\$ -
Engineering Safety (SAF)									
1	Engineering Safety (SAF)								
2	Engineering Safety (SAF)								
3	Engineering Safety (SAF)								
4	Engineering Safety (SAF)								
5	Engineering Safety (SAF)								
6	Engineering Safety (SAF)								

Federal Fiscal Year Financial Programs

FFY 2013 (Continued)

FY2013 Program	Region	Description	Transportation Commission Safety	Railroad Grade Separation	Railroad At-Grade	High Risk Rural Roads	Hazard Elimination	State Highway	Local Match ¹	Total	
Title 23 USC Fund Source	All	Annual Rockfall Program (Administered by HQ Materials Lab)	\$ (3,309,899)							\$ (3,309,899)	
	Safety Pool Source	1	Region HES Projects (Region Available)					\$ (726,064)	\$ (65,674)		\$ (791,738)
		2	Region HES Projects (Region Available)					\$ (1,395,258)	\$ (156,703)		\$ (1,551,961)
		3	Region HES Projects (Region Available)					\$ (794,398)	\$ (82,267)		\$ (876,665)
		4	Region HES Projects (Region Available)					\$ (1,323,266)	\$ (147,111)		\$ (1,470,377)
		5	Region HES Projects (Region Available)					\$ (401,473)	\$ (44,693)		\$ (446,166)
6		Region HES Projects (Region Available)					\$ (3,933,892)	\$ (433,740)		\$ (4,367,632)	
Hazard Elimination (HAZ/HRR)	1	Region HOS Projects (Local Available)					\$ (772,626)	\$ (84,672)		\$ (857,298)	
	2	Region HOS Projects (Local Available)					\$ (1,482,015)	\$ (164,666)		\$ (1,646,681)	
	3	Region HOS Projects (Local Available)					\$ (645,566)	\$ (63,952)		\$ (709,518)	
	4	Region HOS Projects (Local Available)					\$ (1,469,278)	\$ (159,580)		\$ (1,628,858)	
	5	Region HOS Projects (Local Available)					\$ (627,326)	\$ (47,441)		\$ (674,767)	
	6	Region HOS Projects (Local Available)					\$ (4,156,664)	\$ (451,672)		\$ (4,608,336)	
Rail Crossings (RAQ/RS)	1	Washington County northeast of Alton			\$ (300,000)					\$ (300,000)	
	2	Washington County northeast of Alton			\$ (300,000)					\$ (300,000)	
	3	Washington County northeast of Alton			\$ (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					\$ -	
		Rail Forward for Future Structures TED		\$ (868,893)				\$ (117,655)			\$ (986,548)
Hot Spots (HOT)	1	Region "Hot Spot" Money	\$ (941,170)							\$ (941,170)	
	2	Region "Hot Spot" Money	\$ (584,171)							\$ (584,171)	
	3	Region "Hot Spot" Money	\$ (591,170)							\$ (591,170)	
	4	Region "Hot Spot" Money	\$ (381,133)							\$ (381,133)	
	5	Region "Hot Spot" Money	\$ (941,170)							\$ (941,170)	
	6	Region "Hot Spot" Money	\$ (941,170)							\$ (941,170)	
Traffic Signals (SGN)	1	Region "Traffic Signal" Money	\$ (246,456)							\$ (246,456)	
	2	Region "Traffic Signal" Money	\$ (246,456)							\$ (246,456)	
	3	Region "Traffic Signal" Money	\$ (246,456)							\$ (246,456)	
	4	Region "Traffic Signal" Money	\$ (246,456)							\$ (246,456)	
	5	Region "Traffic Signal" Money	\$ (246,456)							\$ (246,456)	
	6	Region "Traffic Signal" Money	\$ (246,456)							\$ (246,456)	
Safety Needs/Resurfacing (SAE)	1	Region "Safety Resurfacing" Money	\$ (749,127)							\$ (749,127)	
	2	Region "Safety Resurfacing" Money	\$ (892,933)							\$ (892,933)	
	3	Region "Safety Resurfacing" Money	\$ (852,564)							\$ (852,564)	
	4	Region "Safety Resurfacing" Money	\$ (847,564)							\$ (847,564)	
	5	Region "Safety Resurfacing" Money	\$ (749,127)							\$ (749,127)	
	6	Region "Safety Resurfacing" Money	\$ (759,797)							\$ (759,797)	
Engineering Safety (SAF)	All	Other Safety Project (BED)	\$ -							\$ -	
										\$ -	
										\$ -	
										\$ -	
										\$ -	
										\$ -	

Federal Fiscal Year Financial Programs

FFY 2014

FY2014 Program	Title 23 US CF Funding Source	Transportation Commission Safety	RRX	HECHER	State Highway (Engineer)	Local Funds	OP/Innovative	OP Innovative	Base Transportation Safety	Alcohol BAC	Alcohol Incentive	Information System Improvements	FARS	Motorcycle Safety	Priority/Racial Profiling	State Match (Safety)	FHWA Flex Funds	Core Zone	MOST & LEAF	Total
	FY2014 Federal (On-Budget) Transportation Commission Safety Funds	\$ 76,180,002	\$ 1,968,892	\$ 17,624,042	\$ 2,078,992				\$ 4,701,200		\$ 2,265,292	\$ 500,000		\$ 101,000		\$ 297,750			\$ 6,304,959	\$ 36,890,042
	Transferred to Regions for MIOS Signing and Striping	\$ (64,217,000)																		\$ 76,180,002
	Estimated Carpooler Savings																			\$ (64,217,000)
	Sub-Total	\$ 11,963,002	\$ 1,968,892	\$ 17,624,042	\$ 2,078,992				\$ 4,701,200		\$ 2,265,292	\$ 500,000		\$ 101,000		\$ 297,750			\$ 6,304,959	\$ 47,853,044
	Roadkill (RFM)	\$ (3,364,300)																		\$ (3,364,300)
	Hazard Elimination (HAZHR)																			\$ (19,983,379)
	Road Crossings (RACRS)		\$ (1,968,892)	\$ (17,624,042)	\$ (1,969,327)															\$ (2,068,546)
	Hot Spots (HOT)																			\$ (2,188,212)
	Traffic Signals (SGN)																			\$ (1,471,504)
	Safety Needs Researching (JAE)																			\$ (4,961,981)
	Engineering Safety (SAF)																			\$ -
	Sub-Total	\$ (11,963,002)	\$ (1,968,892)	\$ (17,624,042)	\$ (2,078,992)				\$ (6,700,000)		\$ (180,000)	\$ (120,000)				\$ (294,000)			\$ (33,642,829)	
	Planning, Administration, and Operations (Traffic Analysis)																			\$ (1,074,000)
	Sub-Total								\$ (120,000)		\$ (180,000)	\$ (120,000)				\$ (294,000)			\$ (1,074,000)	
	Traffic Records (includes CDOT staff)																			\$ (863,750)
	Impaired Driving																			\$ (863,750)
	Speed Enforcement																			\$ (863,750)
	Occupant Protection																			\$ (863,750)
	Motorcycle Safety																			\$ (863,750)
	Core Zone																			\$ (863,750)
	Public Information and Education																			\$ (863,750)
	Safe Communities																			\$ (863,750)
	Bicycle/Pedestrian Safety																			\$ (863,750)
	Public Safety Traffic Engineering																			\$ (863,750)
	Sub-Total								\$ (4,011,200)		\$ (2,895,292)									\$ (6,906,492)
	Balance																			\$ (6,906,492)

Federal Fiscal Year Financial Programs

FFY 2014 (Continued)

FY2014 Program	Region	Description	Transportation Commission Safety	Railroad Grade Separation	Railroad A-Grade	High Risk Rural Roads	Hazard Elimination	State Highway	Local Match*	Total
Safety Pool Source			RFW/SAE/GAF	RS	RAG	L20 HRR	L30 HAZ	(402) Match	Match	
Rockwell (RFW)	All	Annual Rockwell Program (Administered by HO Marietta Lab)	\$ (3,364,305)							\$ (3,364,305)
	1	Region HES Projects (Region Available)					\$ (728,694)	\$ (89,674)		\$ (818,368)
	2	Region HES Projects (Region Available)					\$ (1,382,330)	\$ (154,703)		\$ (1,537,033)
	3	Region HES Projects (Region Available)					\$ (704,396)	\$ (89,267)		\$ (793,663)
	4	Region HES Projects (Region Available)					\$ (1,333,899)	\$ (147,111)		\$ (1,481,010)
	5	Region HES Projects (Region Available)					\$ (401,471)	\$ (44,690)		\$ (446,161)
	6	Region HES Projects (Region Available)					\$ (3,000,863)	\$ (333,749)		\$ (3,334,612)
Hazard Elimination (HAZ/HRR)	1	Region HOS Projects (Local Available)					\$ (772,829)	\$ (85,870)		\$ (858,699)
	2	Region HOS Projects (Local Available)					\$ (1,482,015)	\$ (164,669)		\$ (1,646,684)
	3	Region HOS Projects (Local Available)					\$ (645,998)	\$ (93,952)		\$ (739,950)
	4	Region HOS Projects (Local Available)					\$ (1,469,278)	\$ (156,586)		\$ (1,625,864)
	5	Region HOS Projects (Local Available)					\$ (627,320)	\$ (47,481)		\$ (674,801)
	6	Region HOS Projects (Local Available)					\$ (4,156,094)	\$ (501,977)		\$ (4,658,071)
Rail Crossings (RAG/RS)	2	Lafayette St. East of US 285			\$ (400,000)					\$ (400,000)
	2	Basin County road at US169 east of US287			\$ (300,000)					\$ (300,000)
	2	Wassonburg, 8th St. at US 160			\$ (300,000)					\$ (300,000)
	All	Transfer from 2013 RGS Account Roll forward for Future Structures TBD	\$ (204,458)		\$ 204,458			\$ (177,850)		\$ (2,016,848)
Hot Spot (HOT)	1	Region "Hot Spot" Money	\$ (260,859)							\$ (260,859)
	2	Region "Hot Spot" Money	\$ (260,859)							\$ (521,718)
	3	Region "Hot Spot" Money	\$ (260,859)							\$ (521,718)
	4	Region "Hot Spot" Money	\$ (260,859)							\$ (521,718)
	5	Region "Hot Spot" Money	\$ (260,859)							\$ (521,718)
	6	Region "Hot Spot" Money	\$ (260,859)							\$ (521,718)
Traffic Signals (GSN)	1	Region "Traffic Signal" Money	\$ (245,251)							\$ (245,251)
	2	Region "Traffic Signal" Money	\$ (245,251)							\$ (490,502)
	3	Region "Traffic Signal" Money	\$ (245,251)							\$ (490,502)
	4	Region "Traffic Signal" Money	\$ (245,251)							\$ (490,502)
	5	Region "Traffic Signal" Money	\$ (245,251)							\$ (490,502)
	6	Region "Traffic Signal" Money	\$ (245,251)							\$ (490,502)
Safety Needs/Resurficing (SAE)	1	Region "Safety Resurficing" Money	\$ (744,297)							\$ (744,297)
	2	Region "Safety Resurficing" Money	\$ (803,081)							\$ (1,547,378)
	3	Region "Safety Resurficing" Money	\$ (803,081)							\$ (1,547,378)
	4	Region "Safety Resurficing" Money	\$ (803,081)							\$ (1,547,378)
	5	Region "Safety Resurficing" Money	\$ (803,081)							\$ (1,547,378)
	6	Region "Safety Resurficing" Money	\$ (803,081)							\$ (1,547,378)
Engineering Safety (SAP)	All	Other Safety Project (TBD)	\$ -							\$ -
										\$ -

Federal Fiscal Year Financial Programs

FFY 2015

FY2015 Program	Transportation Construction Safety	BXX	HIC/Other	State Highway (Engineer)	Local Funds	OP Incentive	OP Innovative	Base Transportation Safety	Alcohol BAC	Alcohol Incentive	Information System Improvements	FARS	Motorcycle Safety	Prostate Profiling	State Match (Safety)	FHWA Fee Funds	Cone Zone	MOST & LEAF	Total	
																				(Sec 157)
This 21 USC Funding Source																				
FY2015 Fee/State/Local (Un-allocated Funds)																				
Transportation Construction Safety Funds	76,841,795																			
Transportation Construction Safety Funds for MUDS	(6,427,000)																			
Estimated Carryover Savings																				
Sub-Total	12,224,795	1,969,893	17,634,042	2,076,992	-	-	-	4,701,204	-	2,265,202	500,000	-	101,000	-	297,750	-	-	6,306,959	48,794,827	
Roadkill (RFM)	(3,384,305)																			(3,384,305)
Hazard Elimination (HAZ/REB)			(17,634,042)	(1,969,893)																(19,603,935)
Rail Crossings (RAG/RCS)		(1,969,893)																		(2,939,788)
Hot Spots (HOT)	(2,248,312)			(117,655)																(2,365,967)
Traffic Signals (TSN)	(5,533,416)																			(5,533,416)
Safety Worker Retraining (SAE)	(6,170,700)																			(6,170,700)
Engineering Safety (SAF)																				
Sub-Total	(12,224,795)	(1,969,893)	(17,634,042)	(2,076,992)	-	-	-	(4,701,204)	-	(2,265,202)	(500,000)	-	(101,000)	-	(297,750)	-	-	(6,306,959)	(48,794,827)	
Planning, Administration, and Operations (Traffic Analysis)																				
Sub-Total	-	-	-	-	-	-	-	(970,000)	-	(160,000)	(120,000)	-	-	-	(204,000)	-	-	-	(1,074,000)	
Traffic Records (Includes CDOT Staff)																				
Sub-Total	-	-	-	-	-	-	-	(120,000)	-	(300,000)	(300,000)	-	-	-	(83,750)	-	-	-	(803,750)	
Impaired Driving																				
Sub-Total	-	-	-	-	-	-	-	(225,000)	-	(1,432,202)	-	-	-	-	-	-	-	(5,489,743)	(7,139,945)	
Speed Enforcement																				
Sub-Total	-	-	-	-	-	-	-	(230,000)	-	-	(120,000)	-	-	-	-	-	-	-	(350,000)	
Occupant Protection																				
Sub-Total	-	-	-	-	-	-	-	(1,936,379)	-	-	(300,000)	-	-	-	-	-	-	-	(2,236,379)	
Motorcycle Safety																				
Sub-Total	-	-	-	-	-	-	-	(120,825)	-	-	(300,000)	-	-	-	-	-	-	(838,210)	(959,035)	
Cone Zone																				
Sub-Total	-	-	-	-	-	-	-	(820,000)	-	(650,000)	-	-	(101,000)	-	-	-	-	-	-	(1,571,000)
Public Information and Education																				
Sub-Total	-	-	-	-	-	-	-	(850,000)	-	-	-	-	-	-	-	-	-	-	-	(850,000)
Bicycle/Pedestrian Safety																				
Sub-Total	-	-	-	-	-	-	-	(54,000)	-	-	-	-	-	-	-	-	-	-	-	(54,000)
Roadway Safety Traffic Engineering																				
Sub-Total	-	-	-	-	-	-	-	(4,011,304)	-	(2,867,202)	-	-	(101,000)	-	-	-	-	(6,306,959)	(12,309,369)	
Balance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

FFY 2015 (Continued)

Federal Fiscal Year Financial Programs

FY2015 Program	OP Incentive (Rev 187)	OP Incentive (Rev 187)	Transparency Salary (Rev 482)	AL MAC (Rev 43)	AL Incentive (Rev 418)	Information System Improvement (Rev 408)	F/AD	Motorcycle Safety (Rev 204)	Prostate Cancer Training (Rev 145)	State Match for 402 Salary (Rev 100)	FY14/15 Funds (Rev 42)	Cost Zone (Rev 4)	MOFL LEAP (Rev 4)	Local Board	Agency Match
Public Health Administration and Operations (TRAC Analysis)	9-13-01-01														
	9-13-01-02														
	9-13-01-03														
	9-13-01-04														
	9-13-01-05														
	9-13-01-06														
	9-13-01-07														
	9-13-01-08														
	9-13-01-09														
	9-13-01-10														
Traffic Records (Include CRF Self)	9-13-02-01														
	9-13-02-02														
	9-13-02-03														
	9-13-02-04														
	9-13-02-05														
	9-13-02-06														
	9-13-02-07														
	9-13-02-08														
	9-13-02-09														
	9-13-02-10														
Impaired Driving	9-13-03-01														
	9-13-03-02														
	9-13-03-03														
	9-13-03-04														
	9-13-03-05														
	9-13-03-06														
	9-13-03-07														
	9-13-03-08														
	9-13-03-09														
	9-13-03-10														
Speed Enforcement	9-13-04-01														
	9-13-04-02														
	9-13-04-03														
	9-13-04-04														
	9-13-04-05														
	9-13-04-06														
	9-13-04-07														
	9-13-04-08														
	9-13-04-09														
	9-13-04-10														
Occupant Protection	9-13-05-01														
	9-13-05-02														
	9-13-05-03														
	9-13-05-04														
	9-13-05-05														
	9-13-05-06														
	9-13-05-07														
	9-13-05-08														
	9-13-05-09														
	9-13-05-10														
Motorcycle Safety	9-13-06-01														
	9-13-06-02														
	9-13-06-03														
	9-13-06-04														
	9-13-06-05														
	9-13-06-06														
	9-13-06-07														
	9-13-06-08														
	9-13-06-09														
	9-13-06-10														
Cost Zone	9-13-07-01														
	9-13-07-02														
	9-13-07-03														
	9-13-07-04														
	9-13-07-05														
	9-13-07-06														
	9-13-07-07														
	9-13-07-08														
	9-13-07-09														
	9-13-07-10														
Safe Communities	9-13-08-01														
	9-13-08-02														
	9-13-08-03														
	9-13-08-04														
	9-13-08-05														
	9-13-08-06														
	9-13-08-07														
	9-13-08-08														
	9-13-08-09														
	9-13-08-10														
Bicycle/Pedestrian Safety	9-13-09-01														
	9-13-09-02														
	9-13-09-03														
	9-13-09-04														
	9-13-09-05														
	9-13-09-06														
	9-13-09-07														
	9-13-09-08														
	9-13-09-09														
	9-13-09-10														
Bicycle Safety TRAC Engineering	9-13-10-01														
	9-13-10-02														
	9-13-10-03														
	9-13-10-04														
	9-13-10-05														
	9-13-10-06														
	9-13-10-07														
	9-13-10-08														
	9-13-10-09														
	9-13-10-10														



2012 - 2015 ROADWAY TRAFFIC SAFETY PROGRAMS

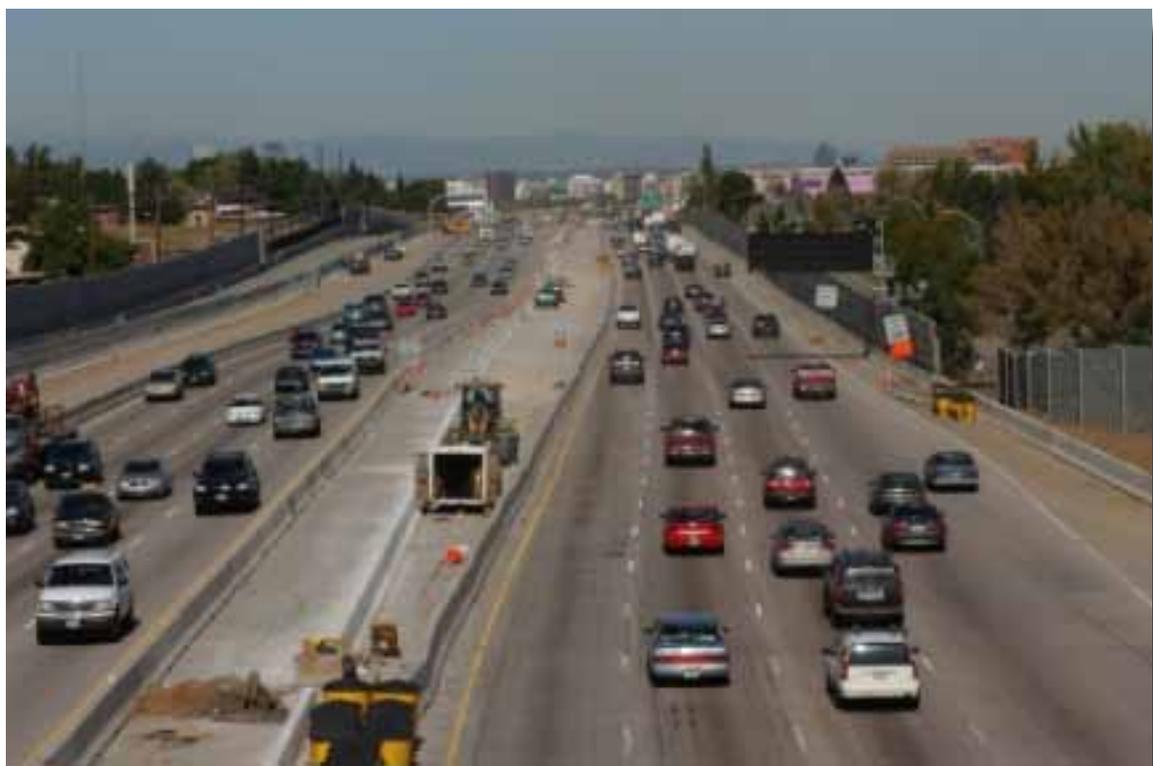
Task Descriptions

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



PROGRAM TASK DESCRIPTIONS

2012-2015 Roadway Traffic Safety Programs
Federal Hazard Elimination



FEDERAL HAZARD ELIMINATION

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 (ITS), curve flattening and other geometric modifications, as well as sign and pavement marking upgrades.

Hazard Elimination Project: Region HES Projects (FY 12)

Description: TBD

Requestor: Region 2

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	2,672,411
State Funds: \$	296,935
Local Funds: \$	-
Total: \$	2,969,346

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: \$	3,130,041
State Funds: \$	347,782
Local Funds: \$	-
Total: \$	3,477,823

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: \$	2,348,460
State Funds: \$	260,940
Local Funds: \$	-
Total: \$	2,609,400

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: \$	580,367
State Funds: \$	64,485
Local Funds: \$	-
Total: \$	644,852

Hazard Elimination Project: Region HES Projects TBD (FY 12)

Description: TBD

Requestor: Region 6

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	10,560,045
State Funds: \$	1,173,338
Local Funds: \$	-
Total: \$	11,733,383

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

Hazard Elimination Project: Region 1 HOS Projects TBD (FY15)

Description: TBD

Requestor: TBD

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	1,498,893
State Funds: \$	166,544
Local Funds: \$	-
Total: \$	1,665,437

Hazard Elimination Project: Region 2 HOS Projects TBD (FY15)

Description: TBD

Requestor: TBD

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	2,874,349
State Funds: \$	319,372
Local Funds: \$	-
Total: \$	3,193,721

Hazard Elimination Project: Region 3 HOS Projects TBD (FY15)

Description: TBD

Requestor: TBD

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds:	\$	1,639,966
State Funds:	\$	182,218
Local Funds:	\$	-
Total:	\$	1,822,184

Hazard Elimination Project: Region 4 HOS Projects TBD (FY15)

Description: TBD

Requestor: TBD

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds:	\$	2,733,277
State Funds:	\$	303,697
Local Funds:	\$	-
Total:	\$	3,036,974

Hazard Elimination Project: Region 5 HOS Projects TBD (FY15)

Description: TBD

Requestor: TBD

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds:	\$	828,800
State Funds:	\$	92,089
Local Funds:	\$	-
Total:	\$	920,889

Hazard Elimination Project: Region 6 HOS Projects TBD (FY15)

Description: TBD

Requestor: TBD

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds:	\$	8,058,757
State Funds:	\$	895,417
Local Funds:	\$	-
Total:	\$	8,954,174

PROGRAM TASK DESCRIPTIONS

2012-2015 Roadway Traffic Safety Programs Hot Spot



HOT SPOT

The Hot Spot Program provides an available State funding source and evaluation process for high-priority or urgent highway safety demands or safety-related needs on other projects. The need for attention may arise from citizen requests, engineering or maintenance concerns, or accidental damage among other generally un-forecastable origins. This program, administered by CDOT's Traffic Engineering Branch, 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 2012

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

Requestor:

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:

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:

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:

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:

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:

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:

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:

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:

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:

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:

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:

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:

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:

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:

Cost Summary:

Federal Funds: \$	-
State Funds: \$	360,868
Local Funds: \$	-
Total: \$	360,868

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:

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:

Cost Summary:

Federal Funds: \$	-
State Funds: \$	360,868
Local Funds: \$	-
Total: \$	360,868

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:

Cost Summary:

Federal Funds: \$	-
State Funds: \$	360,869
Local Funds: \$	-
Total: \$	360,869

Region 1 "Hot Spot" Projects FY 2015

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

Requestor:

Cost Summary:

Federal Funds: \$	-
State Funds: \$	376,052
Local Funds: \$	-
Total: \$	376,052

Region 2 "Hot Spot" Projects FY 2015

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

Requestor:

Cost Summary:

Federal Funds: \$	-
State Funds: \$	376,052
Local Funds: \$	-
Total: \$	376,052

Region 3 "Hot Spot" Projects FY 2015

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

Requestor:

Cost Summary:

Federal Funds: \$	-
State Funds: \$	376,052
Local Funds: \$	-
Total: \$	376,052

Region 4 "Hot Spot" Projects FY 2015

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

Requestor:

Cost Summary:

Federal Funds: \$	-
State Funds: \$	376,052
Local Funds: \$	-
Total: \$	376,052

Region 5 "Hot Spot" Projects FY 2015

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

Requestor:

Cost Summary:

Federal Funds: \$	-
State Funds: \$	376,052
Local Funds: \$	-
Total: \$	376,052

Region 6 "Hot Spot" Projects FY 2015

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

Requestor:

Cost Summary:

Federal Funds: \$	-
State Funds: \$	376,052
Local Funds: \$	-
Total: \$	376,052

PROGRAM TASK DESCRIPTIONS

2012-2015 Roadway Traffic Safety Programs Traffic Signals



TRAFFIC SIGNALS FUNDING

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 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:

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:

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:

Cost Summary:

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

Region 4 "Traffic Signals" Projects, FY 2012

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

Requestor:

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:

Cost Summary:

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

Region 6 "Traffic Signals" Projects, FY 2012

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

Requestor:

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:

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:

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:

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:

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:

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:

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:

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:

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:

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:

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:

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:

Cost Summary:

Federal Funds: \$	-
State Funds: \$	245,251
Local Funds: \$	-
Total: \$	245,251

Region 1 "Traffic Signals" Projects, FY 2015

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:

Cost Summary:

Federal Funds: \$	-
State Funds: \$	255,570
Local Funds: \$	-
Total: \$	255,570

Region 2 "Traffic Signals" Projects, FY 2015

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:

Cost Summary:

Federal Funds: \$	-
State Funds: \$	255,570
Local Funds: \$	-
Total: \$	255,570

Region 3 "Traffic Signals" Projects, FY 2015

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:

Cost Summary:

Federal Funds: \$	-
State Funds: \$	255,570
Local Funds: \$	-
Total: \$	255,570

Region 4 "Traffic Signals" Projects, FY 2015

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:

Cost Summary:

Federal Funds: \$	-
State Funds: \$	255,570
Local Funds: \$	-
Total: \$	255,570

Region 5 "Traffic Signals" Projects, FY 2015

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:

Cost Summary:

Federal Funds: \$	-
State Funds: \$	255,570
Local Funds: \$	-
Total: \$	255,570

Region 6 "Traffic Signals" Projects, FY 2015

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:

Cost Summary:

Federal Funds: \$	-
State Funds: \$	255,570
Local Funds: \$	-
Total: \$	255,570

PROGRAM TASK DESCRIPTIONS

2012-2015 Roadway Traffic Safety Programs Safety Resurfacing



SAFETY RESURFACING

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 2012

Provides safety improvements while resurfacing through the Safety Assessment process.

Requestor:

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:

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:

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:

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:

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:

Cost Summary:

Federal Funds: \$	-
State Funds: \$	795,425
Local Funds: \$	-
Total: \$	795,425

Region 1 "Safety Resurfacing" Money, FY 2013

Provides safety improvements while resurfacing through the Safety Assessment process.

Requestor:

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:

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:

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:

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:

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:

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:

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:

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:

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:

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:

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:

Cost Summary:

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

Region 1 "Safety Resurfacing" Money, FY 2015

Provides safety improvements while resurfacing through the Safety Assessment process.

Requestor:

Cost Summary:

Federal Funds: \$	-
State Funds: \$	780,005
Local Funds: \$	-
Total: \$	780,005

Region 2 "Safety Resurfacing" Money, FY 2015

Provides safety improvements while resurfacing through the Safety Assessment process.

Requestor:

Cost Summary:

Federal Funds: \$	-
State Funds: \$	950,469
Local Funds: \$	-
Total: \$	950,469

Region 3 "Safety Resurfacing" Money, FY 2015

Provides safety improvements while resurfacing through the Safety Assessment process.

Requestor:

Cost Summary:

Federal Funds: \$	-
State Funds: \$	857,489
Local Funds: \$	-
Total: \$	857,489

Region 4 "Safety Resurfacing" Money, FY 2015

Provides safety improvements while resurfacing through the Safety Assessment process.

Requestor:

Cost Summary:

Federal Funds: \$	-
State Funds: \$	981,463
Local Funds: \$	-
Total: \$	981,463

Region 5 "Safety Resurfacing" Money, FY 2015

Provides safety improvements while resurfacing through the Safety Assessment process.

Requestor:

Cost Summary:

Federal Funds: \$	-
State Funds: \$	774,839
Local Funds: \$	-
Total: \$	774,839

Region 6 "Safety Resurfacing" Money, FY 2015

Provides safety improvements while resurfacing through the Safety Assessment process.

Requestor:

Cost Summary:

Federal Funds: \$	-
State Funds: \$	826,495
Local Funds: \$	-
Total: \$	826,495

PROGRAM TASK DESCRIPTIONS

2012-2015 Roadway Traffic Safety Programs Rail Crossing Protection



RAIL CROSSING PROTECTION

The federal Section 130 program earmarks funds for individual grade crossing safety projects on Colorado's streets, roads, and roadways. Section 130 projects are identified and prioritized based on an accident prediction analysis and benefit/cost ratio. The CDOT 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 FHWA apportions funds to help improve roadway-rail safety, pursuant to 23 U.S.C. (United States Code) Section 130 and related federal law. These funds must be applied toward projects for the elimination of hazards at highway-rail crossings, including the separation or protection of grades at crossings, the reconstruction of existing railroad grade crossing structures and the relocation of highways to eliminate grade crossings.

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

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

FY 2012 Highway/Rail Crossing Projects		
Budget (est.)		\$2,200,000
At-grade expenditures		\$1,200,000
Grade separated expenditures		\$1,000,000
Weld CR 80, e/o US 85		DOT 804-860T
WBAPS Rank:	10	
Improvements:	Lights, gates and CWT circuitry	
Cost estimate:	\$300,000	100% Federal funds
6th St. w/o Narrow Gauge Ave., Durango		DOT 253-699N
WBAPS Rank:	8	
Improvements:	Lights, gates and CWT circuitry	
Cost estimate:	\$300,000	100% Federal funds
8th St. w/o Narrow Gauge Ave., Durango		DOT 253-701N
WBAPS Rank :	28	
Improvements:	Lights, gates and CWT circuitry	
Cost estimate:	\$300,000	100% Federal funds
9th St. w/o Narrow Gauge Ave., Durango		DOT 253-702N
WBAPS Rank:	30	
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

FY 2015 Highway/Rail Crossing Projects

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

Weld CR 48, e/o US 85 **DOT 804-355Y**

WBAPS Rank:	32	
Improvements:	Lights, gates and CWT circuitry	
Cost estimate:	\$400,000	100% Federal funds

Weld CR 29, e/o US 85 **DOT 804-346A**

WBAPS Rank:	37	
Improvements:	Lights, gates and CWT circuitry	
Cost estimate:	\$300,000	100% Federal funds

Weld CR 76, e/o US 85 **DOT 804-856D**

WBAPS Rank:	41	
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

2012-2015 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 highway use and tourism, the number of vehicles traveling on these scenic roadways also escalates, which can magnify the seriousness of a rockfall event. This was illustrated in 2010 when a large rock slide closed I-70 through Glenwood Canyon and punched a 16 foot hole through a bridge deck. The detour during the closure was approximately 200 miles long.

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 2012

Description: To Reduce Rockfall along State Highway Corridors

Requestor: HQ Materials Lab

Cost Summary:

Federal Funds: \$	-
State Funds: \$	5,174,164
Local Funds: \$	-
Total: \$	5,174,164

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

Rockfall Mitigation: Annual Rockfall Program, FY 2015

Description: To Reduce Rockfall along State Highway Corridors

Requestor: HQ Materials Lab

Cost Summary:

Federal Funds: \$	-
State Funds: \$	3,571,084
Local Funds: \$	-
Total: \$	3,571,084

PROGRAM TASK DESCRIPTIONS

2012-2015 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, the 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

Projects to be determined as funding becomes available.



2012 - 2015 SAFETY EDUCATION AND ENFORCEMENT PROGRAMS

Task Descriptions

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



PROGRAM TASK DESCRIPTIONS

2012-2015 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 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 %.

GRANT FUNDING OVERVIEW (Continued)

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; to 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

PROGRAM DEVELOPMENT OVERVIEW

The Office of Transportation Safety (OTS) is tasked with developing behavioral programs that will improve traffic safety in Colorado by reducing the number and severity of traffic crashes. The OTS's programs target specific high-risk driving behaviors, such as impaired driving, speeding, and distracted driving, and also focus on populations at high risk for crash involvement such as teenagers, seniors, motorcycle riders, and vehicle occupants who do not use occupant protection devices.

In order to direct its limited funds to the highest and best use, OTS relies on the results of the annual Problem Identification report and other data sources to answer the following key questions:

- Where are the State's most urgent traffic safety problems?
- Who are the drivers most likely to be involved in a crash? Are there particular segments of the population that are over-represented as drivers in crashes?
- Where should OTS direct its crash prevention funds and for what types of activities?

The Problem Identification report incorporates Fatality Analysis Reporting System (FARS) data, annual observed seat belt use survey results, crash data, and VMT data. Other data sources include behavioral risk surveys such as Healthy Kids Colorado, the Youth Risk Behavior Survey, the Colorado Health Information Dataset, and others.

The OTS solicits applications through a Statewide Request for Proposals and extensive outreach efforts to the State and local traffic safety communities. Outreach efforts are targeted to areas with persistent traffic safety issues. Applications are reviewed against statewide and local problem areas, as identified in the Problem Identification report, supporting local data, proposed program activities and if applicable, past performance. Applications are also evaluated on their ability to impact the following core outcome measures:

- C-1. Reduce the number of traffic fatalities
- C-2. Reduce the number of serious injuries in traffic crashes
- C-3. Reduce the number of fatalities per Vehicle Miles Traveled (VMT)
- C-4. Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions
- C-5. Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above
- C-6. Reduce the number of speeding-related fatalities
- C-7. Reduce the number of motorcyclist fatalities
- C-8. Reduce the number of unhelmeted motorcyclist fatalities
- C-9. Reduce the number of drivers age 20 or younger involved in fatal crashes
- C-10. Reduce the number of pedestrian fatalities
- B-1. Increase the observed seat belt use for passenger vehicles

Yearly Timelines:

- Problem Identification Report and Request for Proposals Released: March-April
- Applications Due: May-June
- Application Evaluation: By July 1
- Integrated Safety Plan Submitted to NHTSA: September 1
- Project Start Date: On or after October 1

Task Number 12-11-97-01
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 the planning, coordinating, and administering of the State’s highway safety program authorized by the Federal Highway Safety Act 23 USC 402. Planning and Administration (P&A) costs are those expenses that are related to the overall management of the State’s highway safety programs.

Costs include salaries and related personnel benefits for the Governor’s Representatives for Highway Safety and for other technical, administrative, and clerical staff for the State’s Highway Safety Offices. P&A costs also include other office costs, such as travel, equipment, supplies, rent, and utility expenses.

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

Cost Summary

Personal Services	\$	295,000.00
Operating Expenses	\$	50,000.00
Travel	\$	15,000.00
Contractual Services		
Other (indirects)		
Total	\$	360,000.00
Federal Funds	\$	180,000.00
Agency Match	\$	180,000.00
Total	\$	360,000.00

Task Number 12-12-98-01
Program Name Program Support – Impaired Driving
Contractor Office of Transportation Safety
Program Manager Davis

The OTS office staff will develop, plan, coordinate, and provide technical assistance and support for the activities in Impaired Driving prevention and enforcement.

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

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

Cost Summary

Personal Services	\$	150,000.00
Operating Expenses	\$	20,000.00
Travel	\$	10,000.00
Contractual Services		
Other (indirects)		
Total	\$	180,000.00
Federal Funds	\$	180,000.00
State/Local Match		
Total	\$	180,000.00

PROGRAM TASK DESCRIPTIONS

Program Administration and Support (Continued)

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

The OTS office staff will develop, plan, coordinate, and provide technical assistance and support for the activities in Occupant Protection, Child Passenger Safety, Teen Driving, Distracted Driving, and Safe Communities programs.

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

Evaluation Measure 7,500 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)		
Total	\$	240,000.00
Federal Funds	\$	240,000.00
Agency Match		
Total	\$	240,000.00

Task Number 12-12-98-03
Program Name Traffic Records Program Support
Contractor Safety and Traffic Engineering Branch
Program Manager Marandi

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 participate in the activities of the Colorado Statewide Traffic Records Advisory Committee (STRAC) who partner with local governments to implement statewide traffic records initiatives.

Staff will assess the program management responsibilities with emphasis on interface between and coordination among CDOT Staff, Office of Transportation Safety, DOR, and CSP Traffic Records Staff, including sharing of expertise among other major stakeholders.

Activities include establishing resource requirements, departmental roles and responsibilities, assignment of tasks and schedules, and program management of the FY 2012 grants. Costs include external project audit costs, program-specific staff training, necessary operating expenses, and participation of the key staff (Traffic Records Unit) in the 38th International Forum. The Forum is hosted by National Safety Council and sponsored by NHTSA, FHWA, FMCSA, and BTS (Bureau of Transportation Statistics). Topics include traffic records, highway safety information systems and other function-related training and/or meetings.

Evaluation Measure 2,080 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	\$	49,000.00
Total	\$	169,000.00

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

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

Evaluation Measure Increase in public awareness.
Funding Source 402
Program Area Alcohol

Cost Summary

Personal Services	\$	74,000.00
Operating Expenses	\$	3,000.00
Travel		
Contractual Services		
Other (indirects)		
Total	\$	77,000.00
Federal Funds	\$	77,000.00
Agency Match		
Total	\$	77,000.00

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

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

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

Cost Summary

Personal Services	\$	70,000.00
Operating Expenses	\$	3,000.00
Travel		
Contractual Services		
Other (indirects)		
Total	\$	73,000.00
Federal Funds	\$	73,000.00
Agency Match		
Total	\$	73,000.00

PROGRAM TASK DESCRIPTIONS

2012-2015 Safety Education and
Enforcement Programs
Impaired Driving



IMPAIRED DRIVING

In 1995, 44.6% of fatal crashes in Colorado were alcohol-related. In 2009, the percentage dropped to 42.5%. Colorado alcohol-related fatalities, with Blood Alcohol Concentration .01 or above, have declined between 2005 and 2009.

In 2009 there were 198 alcohol-related fatalities, representing 42.5% of all fatalities.

Based on the 2011 CDOT Problem ID, the Office of Transportation Safety will focus 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;
- 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 to law enforcement officers in the detection of impairment in drivers;
- Creating and maintaining DUI Courts;
- Statewide coordination of Impaired Driving Enforcement and Education efforts through a dedicated Law Enforcement Coordinator and a Traffic Safety Resource Prosecutor;
- 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 12-01-11-01
Program Name DRE/SFST Enforcement Training
Contractor LEAD Impairment Training
Program Manager Rocke

The CDOT Office of Transportation Safety (OTS) will support the law enforcement training programs that offer Standardized Field Sobriety Testing (SFST) Practitioner, 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 courses. OTS will host two SFST and two DRE updates. 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 # of students trained, # of SFST instructor courses conducted and # of students trained, # of SFST instructor updates conducted, # of ARIDE courses conducted and # of students trained, # of DRE trainings and DRE's attending.

Funding Source 410
Program Area K8 – Alcohol

Cost Summary

Personal Services		
Operating Expenses	\$	6,000.00
Travel	\$	5,000.00
Contractual Services	\$	19,000.00
Other (indirects)		
Total	\$	30,000.00
Federal Funds	\$	30,000.00
Agency Match	\$	30,000.00
Total	\$	60,000.00

Task Number 12-01-11-02
Program Name Interagency Task Force on Drunk Driving
Contractor Colorado State Patrol
Program Manager Rocke

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

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; and produce, with ITFDD partners and stakeholders, an ITFDD strategic plan.

Accomplishments: the 2010 Annual Report was completed and distributed to partners and stakeholders; a five year strategic plan was developed and a sunset review was completed by the Colorado Department of Regulatory Affairs recommending the ITFDD continue. The ITFDD has researched issues, made recommendations, and supported legislative and regulatory changes in the following areas; redefinition of persistent drunk driver, DUI courts, primary seat belt, and support of law enforcement dui detection training and support of marijuana per se law. 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	\$	33,800.00
Operating Expenses	\$	1,200.00
Travel		
Contractual Services		
Other (indirects)		
Total	\$	35,000.00
Federal Funds	\$	35,000.00
Agency Match	\$	35,000.00
Total	\$	70,000.00

Task Number 12-01-11-03
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 Boulder, Longmont, El Paso, Larimer, and Weld counties, and will assist in establishing new courts in Fremont, Chaffee, and Garfield counties. Funds are used to improve the justice system’s response to persistent drunk drivers by developing court, probation staffing and treatment allocation models; to continue existing DUI courts; and to establish new DUI courts in order to better respond to the challenges of repeat impaired driving offenders.

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		
Operating Expenses	\$	197,610.00
Travel	\$	20,014.00
Contractual Services	\$	32,376.00
Other (indirects)		
Total	\$	250,000.00
Federal Funds	\$	250,000.00
Agency Match	\$	250,000.00
Total	\$	500,000.00

Task Number 12-01-11-04
Program Name Traffic Safety Resource Prosecutor
Contractor Colorado District Attorneys Council
Program Manager Roche

The Traffic Safety Resource Prosecutor (TSRP) will provide prosecutors, law enforcement and other traffic safety professionals with technical assistance, 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. Utilizing a faculty composed of veteran law enforcement officers, laboratory scientists and prosecutors, the class is team-taught to provide all participants with multiple 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 and 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 where the TSRP assisted in prosecuting.
Funding Source 402
Program Area AL - Alcohol

Cost Summary

Personal Services	\$ 85,773.14
Operating Expenses	\$ 47,359.86
Travel	\$ 11,867.00
Contractual Services	
Other (indirects)	
Total	\$ 145,000.00
Federal Funds	\$ 145,000.00
Agency Match	\$ 36,250.00
Total	\$ 181,250.00
Local Benefit	\$ 145,000.00

Task Number 12-01-11-05
Program Name Colorado Evidential Breath Alcohol Testing Enhancement (EBAT)
Contractor Colorado Department of Public Health & Environment (CDPHE)
Program Manager Roche

The Intoxilyzer 5000EN is currently the EBAT instrument used for DUI testing. The instruments are used at Colorado law enforcement agencies by officers trained and certified by the CDPHE/EBAT program. In 2010, an estimated 30,000 DUI arrests were made, 18,000 of which had an EBAT performed. The Intoxilyzer 5000EN has been in service since 1998 and relies upon dated technology. Due to the age of the instrument, decreases in the availability of replacement parts, and increased failures in the field, the instruments are in need of replacement. In order to ensure consistency statewide for EBAT testing, it is necessary to replace all of the instruments throughout the State on an established switch-over date, which is currently scheduled for July 1, 2012. The remainder of the intoxilyzer purchases will be accomplished through a combination of funding sources such as: toxicology cash funds; local law enforcement agencies; and Colorado State Patrol.

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 Decrease in instrument failures in the field; decrease the amount of time required by Law Enforcement Agency personnel to perform weekly maintenance and EBAT Operator re-certification activities, and decrease in discovery requests to Colorado Law Enforcement Agencies for instrumentation records.

Funding Source 410
Program Area K8 - Alcohol

Cost Summary

Personal Services		
Operating Expenses	\$	2,900.00
Travel	\$	17,100.00
Contractual Services		
Capital Equipment	\$	230,000.00
Total	\$	250,000.00
Federal Funds	\$	250,000.00
Agency Match	\$	250,000.00
Total	\$	500,000.00
Capital Equipment	Up to 25 intoxilyzers to be purchased	

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

Alcohol continues to be the number one drug choice for teenagers, according to the National Crime Prevention Council, and MADD Colorado seeks to reduce alcohol-related crashes by addressing unsafe driving behavior in Colorado by young drivers. MADD’s youth programs use an evidence-based approach to reduce underage drinking and high-risk drinking behaviors by working with law enforcement and communities to reduce access to alcohol and to decrease support and acceptance of underage drinking. Activities will include presentations of evidence-based alcohol curricula such as the “Power of Parents, It’s Your Influence” workshops targeting parents who have the ability to influence the ways in which their children view the underage consumption of alcohol and unsafe driving behaviors.

According to the National Institute on Alcohol Abuse and Alcoholism (NIAAA) and National Research Council, “The strongest approach for preventing underage drinking involves the coordinated effort of all of the elements of a child’s life including family, schools, and communities.” The two MADD Colorado Youth Programs Specialist positions 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	\$ 82,202.00
Operating Expenses	
Travel	
Contractual Services	
Other (indirects)	
Total	\$ 82,202.00
Federal Funds	\$ 82,202.00
Agency Match	\$ 82,202.00
Total	\$ 164,404.00

Task Number 12-01-11-07
Program Name DUI Reduction and Prevention in the 14th Judicial District
Contractor Grand Futures Prevention Coalition
Program Manager Guerrero

Grand Futures Prevention Coalition (GFPC) serves residents in Grand, Routt, and Moffat counties. According to the CDOT 2011 Problem ID, this region has been identified as a high risk community, with impaired driving prevention for teens and adults being the primary challenge in all three counties. From January 2010 to February 2011, the Steamboat Springs Police Dept. reported issuing 165 juvenile and adult DUI's, and Grand and Moffat counties' law enforcement entities reported a total of 203 and 70 DUIs, respectively. High numbers of issued Minors In Possession (MIP)s were also reported: Routt reported 188, Grand reported 92, and Moffat reported 28 alcohol-related MIP citations. A significant factor in the region's DUI/Impaired-driving rates stems from the presence of many tourists who frequent the area, and whose lax attitude toward alcohol use creates a "party" atmosphere – one that affects community norms for both alcohol use and impaired driving by local youth and adults, as well as tourists.

GFPC aims to reduce the number of fatalities in crashes by implementing a comprehensive marketing campaign within the Judicial District 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.

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 # of reported DUIs and MIPs.; # of media activities.
 Funding Source 410
 Program Area K8 - Alcohol

Cost Summary

Personal Services	\$	17,594.76
Operating Expenses	\$	17,558.77
Travel		
Contractual Services	\$	14,846.47
Other (indirects)		
Total	\$	50,000.00
Federal Funds	\$	50,000.00
Agency Match	\$	50,000.00
Total	\$	100,000.00

Task Number 12-01-11-08
Program Name Drug Recognition Expert / Impaired Driving Technology Transfer
Contractor Office of Transportation of Safety
Program Manager Rocke

Funding will cover registration and travel to conferences and events related to DRE and Impaired Driving 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 which includes how the training will be used at a local level. This training will be brought back to Colorado by attendees and used in mandatory in-service training sessions.

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 people trained, summary of findings.
 Funding Source 410
 Program Area K8 - Alcohol

Cost Summary

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

Task Number 12-01-11-09
Program Name Impaired Driving Overtime Enforcement
Contractor Colorado State Patrol
Program Manager Chase

The Colorado State Patrol (CSP), in conjunction with CDOT, will identify target areas for increased DUI patrols based on the FY 2011 Problem ID. The CSP will provide crash prevention teams to enforce impaired driving laws at these locations. The CSP will also provide overtime hours at multi-agency sobriety checkpoints and saturation patrols, and will provide personnel as requested by CDOT to participate in public information programs and media events.

The goal of this program is to increase traffic safety by reducing the number of drivers under the influence of drugs or alcohol. The objective is to reduce by at least 4% the number of DUI related fatal and injury crashes occurring within the jurisdiction of the Colorado State Patrol.

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

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

Cost Summary

Personal Services	\$ 395,000.00
Operating Expenses	
Travel	\$ 5,000.00
Contractual Services	
Other (indirects)	
Total	\$ 400,000.00
Federal Funds	\$ 400,000.00
Agency Match	\$ 400,000.00
Total	\$ 800,000.00
Local Benefit	\$ 400,000.00

Task Number 12-01-11-10
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 correlated to Denver County Court Probation data, it was discovered that 93% had a previous DUI, and 94% of those had 2 or more DUI charges.

The Jurisdiction to be served is the City and County of Denver, with a population of 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. To date the total number of Sobriety Court Candidates is 49, who are active clients on probation.

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 persons completing the program, recidivism rates for those persons.
 Funding Source 402
 Program Area AL - Alcohol

Cost Summary

Personal Services	\$ 184,600.00
Operating Expenses	\$ 55,000.00
Travel	\$ 10,400.00
Contractual Services	
Other (indirects)	
Total	\$ 250,000.00
Federal Funds	\$ 250,000.00
Agency Match	\$ 62,500.00
Total	\$ 312,500.00
Local Benefit	\$ 250,000.00

Task Number 12-01-11-11
Program Name Evidentiary Blood (Breath) Alcohol Testing Program (EBAT)
Contractor Colorado Department of Public Health and Environment
Program Manager Davis

EBAT 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 CDOT’s impaired driving enforcement countermeasures strategic plans, and supports the efforts of 410-funded projects.

The funds are state funds and are not used to match any other federal program.

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)

Evaluation Measure # and type of toxicological samples analyzed, # of intoxilyzers repaired, # 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 12-01-11-12
Program Name DUI Administration
Contractor Division of Motor Vehicles
Program Manager Davis

DUI Administration 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 appeals, judicial reviews, citation processing, express consent hearing section, interlock review, penalty assessment, and the call center.

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 (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)	
Total	\$ 2,146,000.00
Federal Funds	
Agency Match	\$ 2,146,000.00
Total	\$ 2,146,000.00

Task Number 12-01-11-13
Program Name Law Enforcement Liaison
Contractor Colorado Law Enforcement Traffic Safety Coordination Services, Inc.
Program Manager Chase

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, increase 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

Task Number 12-01-11-14
Program Name Enhanced Drunk Driving Enforcement
Contractor Local Law Enforcement
Program Manager Chase

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

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-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

Cost Summary

Personal Services	\$ 1,000,000.00
Operating Expenses	\$ 58,000.00
Travel	\$ 3,000.00
Contractual Services	
Other (indirects)	
Total	\$ 1,061,000.00
Federal Funds	
Agency Match	\$ 1,060,169.00
Total	\$ 1,060,169.00

Task Number 12-01-11-15
Program Name Smart Roads
Contractor Crossroads Turning Points, Inc.
Program Manager Guerrero

According to the CDOT 2011 Problem ID, young drivers living in Pueblo County are rated the fourth worst for at-fault teen driver residence index and 16th worst for impaired teen driver residence index and 14th worst for percentage of alcohol-related fatal crashes. 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 eight 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 to be 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 number 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	\$	38,000.00
Operating Expenses	\$	8,000.00
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 12-01-11-16
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 CDOT 2011 Problem ID, Denver has the second worst rate of alcohol-related fatal crashes in the State. Resident males age 21-24 are 10% more likely than others their age to be impaired-crash drivers. The Auraria Police Department has also seen an increase in underage drinking on campus.

The goal of the Department is to educate and influence the student population to adopt healthy driving behaviors by implementing and hosting 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, and will allow the students to interact with Police Officers in a positive learning environment. 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 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	\$	11,000.00
Operating Expenses	\$	7,000.00
Travel		
Contractual Services		
Other (indirects)		
Total	\$	18,000.00
<hr/>		
Federal Funds	\$	18,000.00
Agency Match	\$	18,000.00
Total	\$	36,000.00

Task Number 12-01-11-17
Program Name High Visibility Impaired Driving Enforcement
Contractor Local 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 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 ID as having high levels of alcohol-related crashes and fatalities. These HVE periods will be funded from driver’s license reinstatement fees recovered from suspended drivers.

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-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	\$ 1,000,000.00
Operating Expenses	
Travel	
Contractual Services	
Other (indirects)	
Total	\$ 1,000,000.00
Federal Funds	
Agency Match	\$ 1,000,000.00
Total	\$ 1,000,000.00

PROGRAM TASK DESCRIPTIONS

2012-2015 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 2009, 171, or 36.7% of 465 total fatalities, were speed-related.

Speed-related crashes congest the roadways and result in economic losses. The costs of these crashes include lost productivity, medical costs, legal and court costs, emergency service costs, insurance administration costs, travel delay, property damage, and workplace losses.

The objective of the CDOT OTS Speed Enforcement Program is to assist law enforcement personnel and other stakeholders in establishing and maintaining a successful speed enforcement program in their communities.

Crash data will be used to sustain speed enforcement activities and to focus on locations identified as having a high incidence of speed-related crashes.

Efforts and activities to increase Speed Enforcement include:

- Continuing and increasing speed enforcement efforts on I-25, I-225 and I-70 through the Denver and Aurora Metro areas;
- Working with other local law enforcement agencies to improve their speed enforcement projects through a mini-grant program;
- Monitoring past projects throughout the state;
- Enhancing night-time enforcement.

Task Number 12-02-21-01
Program Name Focused Speed Enforcement
Contractor Denver Police Department
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 2009, Denver was third highest in overall traffic fatalities in the state. Speed is most prevalent on interstates and several other thoroughfares that are located in the City and County of Denver. Out of 243 Serious Bodily Injury (SBI) and fatal crashes reported by the Denver Police Department (DPD) in 2010, only 32 were on Interstates; the rest of the accidents were on major highways and thoroughfares.

The goal for this project will be to decrease traffic fatalities and serious bodily injury (SBI) crashes on Denver’s roadways. This project will continue dedicated speed enforcement efforts on Denver roadways that have been identified as having a high number of speed-related crashes. By utilizing funds for overtime hours, the 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.
- 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, # of speed-related citations issued.
 Funding Source 402
 Program Area SE – Speed Enforcement

Cost Summary

Personal Services	\$	98,000.00
Operating Expenses		
Travel		
Contractual Services		
Other (indirects)		
Total	\$	98,000.00
Federal Funds	\$	98,000.00
Agency Match	\$	24,500.00
Total	\$	122,500.00
Local Benefit	\$	98,000.00

Task Number 12-02-21-02
Program Name Aurora Citywide Speed Safety Campaign
Contractor Aurora Police Department
Program Manager Huddleston

Excessive speeds are a factor in over half of the accidents that occur on the major thoroughfares in the City of Aurora. In 2010, there were 4,982 accidents on those roadways. Of those accidents, 50.6%, or 2,523, involved speed as a factor in the causation of the accident. The goal is to reduce accidents in which speed is a factor, and to educate the motoring public about the consequences of speeding as it relates to accidents, and to gain voluntary compliance with the Model Traffic Code.

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 citywide, # of citations issued and crashes, # of crashes and injuries.
Funding Source 402
Program Area SE – Speed Enforcement

Cost Summary

Personal Services	\$	41,150.00
Operating Expenses	\$	14,100.00
Travel		
Contractual Services	\$	4,750.00
Other (indirects)		
Total	\$	60,000.00
Federal Funds	\$	60,000.00
Agency Match	\$	15,000.00
Total	\$	75,000.00
Local Benefit	\$	60,000.00

Task Number 12-02-21-03
Program Name Light Detection and Ranging (LIDAR)
Contractor Colorado State Patrol
Program Manager Huddleston

The Colorado State Patrol (CSP) has documented successes in fatal and injury crash reduction, however, people continue to die in speed-related crashes on Colorado’s roadways. Many of these crashes could be prevented by increased enforcement of Colorado’s laws prohibiting dangerous driving behaviors, such as speeding and following too closely.

The goal of this program is to increase traffic safety by reducing the number of fatal and injury accidents by using (LIDAR) to increase enforcement of traffic laws. Due to LIDAR’s extreme portability and rugged design, it can be used year-round, during all shifts, in a variety of enforcement locations. LIDAR also has the capacity to measure the Distance Between Cars (DBC) in order to detect drivers who are following too closely. Approximately 28 LIDAR units will be purchased.

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 number of fatalities per Vehicle Miles Traveled (VMT)
- C-6. Reduce the number of speeding-related fatalities

Evaluation Measure # of citations written based on LIDAR, # of LIDAR purchased.
Funding Source 402
Program Area SE – Speed Enforcement

Cost Summary

Personal Services		
Operating Expenses	\$	75,000.00
Travel		
Contractual Services		
Other (indirects)		
Total	\$	75,000.00
Federal Funds	\$	75,000.00
Agency Match	\$	18,750.00
Total	\$	93,750.00
Local Benefit	\$	75,000.00

PROGRAM TASK DESCRIPTIONS

Speed Enforcement (Continued)

Task Number 12-02-21-04
Program Name Speed Mini-Grants
Contractor Local Law Enforcement
Program Manager Huddleston

The Office of Transportation Safety (OTS) is offering law enforcement agencies the opportunity to apply for Speed Enforcement mini-grants to help support upgraded or additional speed equipment and enforcement efforts in FY2012. The OTS will require the agencies selected to focus on at least one night-time speed enforcement element that addresses other violations encountered, such as DUI and failure to use safety belts. Selected law enforcement agencies will be required to report on their progress on speed enforcement control and enforcement activities, using the period before CDOT funding as a baseline. Agencies will be eligible to apply for mini-grants up to \$4,950.00.

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

Cost Summary

Personal Services	\$	12,500.00
Operating Expenses	\$	12,500.00
Travel		
Contractual Services		
Other (indirects)		
<u>Total</u>	\$	<u>25,000.00</u>
Federal Funds	\$	25,000.00
Agency Match	\$	6,250.00
<u>Total</u>	\$	<u>31,250.00</u>
<u>Local Benefit</u>	\$	<u>25,000.00</u>

PROGRAM TASK DESCRIPTIONS

2012-2015 Safety Education and
Enforcement Programs
Traffic Records



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

The CDOT is a voting 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, Public 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 October of 2009. STRAC, and 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 the 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 12-04-41-01
Program Name 2012 Problem ID
Contractor TBD
Program Manager Gould

This project continues the ongoing effort necessary to support program and project development and evaluation. Task activities will include data analyses and identification of candidates for targeted highway safety programs and analysis to support communities implementing targeted programs. A new component to this analysis includes citation analysis to enable a more accurate predictive crash model. This will enable the Office of Transportation Safety to work better with identified areas and develop programs to address needs.

Evaluation Measure Ensure the contractor meets deadlines, planned goals and objectives, and stays within budget.
Funding Source 402
Program Area TR – Traffic Records

Cost Summary

Personal Services		
Operating Expenses		
Travel		
Contractual Services	\$	95,000.00
Other (indirects)		
Total	\$	95,000.00
Federal Funds	\$	95,000.00
Agency Match		
Total	\$	95,000.00

Task Number 12-04-41-02
Program Name OTS Annual Report and Other OTS Publications
Contractor Action Staffing
Program Manager Gould

Contractor will produce the Highway Safety Program Annual Report that summarizes and evaluates the effectiveness of the activities in the Colorado Integrated Safety Plan 2012-2015 and produce the annual 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)		
Total	\$	35,000.00
Federal Funds	\$	35,000.00
Agency Match		
Total	\$	35,000.00

Task Number 12-04-41-03
Program Name Enhancing EMS and Trauma Registry Data
Contractor Colorado Department of Public Health and Environment
Program Manager Marandi

Developing and maintaining comprehensive EMS and Trauma Registries at the Colorado Department of Public Health and Environment (CDPHE) can successfully contribute health information to the CDOT Traffic Safety Integrated Data Base and improving the infrastructure at CDPHE for maintenance and growth of the Registries. This task will expand, improve, and refine the process of crash and hospital data linkage projects which began in 2001.

This project addresses measures:

Timeliness: Performance Measure 1: To improve the timeliness of submission of EMS data to the state EMS database, increase the percent of patient care reports received by the state health department within 90 days of the EMS run from 45% in 2006 to 95% in 2012.

Year	2006	2007	2008	2009	2010	2011	2012
Goal	60%	70%	80%	90%	95%	95%	95%
Final	45%	64%	73%	73%	71%	N/A	N/A

Completeness: Performance Measure 2: To increase the completeness of the state EMS database, increase the percent of EMS reports with valid informative values (no missing, no nulls, and no non-valid values for 18 critical data elements).

Integration: Performance Measure 3: To increase the integration of health data with traffic system data, increase the percent of EMS reports or trauma registry/hospital discharge records with mention of motor vehicle crash to traffic accident reports or drivers license data. The goal for 2011 is 30%, with an increase to 50% in 2012.

Year	2010	2011	2012
Goal	N/A	30%	50%
Final	N/A	N/A	N/A

Task Number 12-04-41-03 Enhancing EMS and Trauma Registry Data (Continued)

Matching funds provided by grant recipient.

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	\$	81,689.00
Operating Expenses	\$	16,011.00
Travel		
Contractual Services		
Other (indirects)		
Total	\$	97,700.00
Federal Funds	\$	97,700.00
Agency Match	\$	33,993.00
Total	\$	131,693.00

Task Number 12-04-41-04
Program Name Traffic Records Technology Transfer
Contractor CDOT Traffic Engineering Branch
Program Manager Marandi

To fund the attendance of two core STRAC Members (to be determined based on priority) to attend the 38th International Traffic Records Conference hosted by the Association of Transportation Safety Information Professionals (ATSIP) and sponsored by NHTSA, FHWA, FMCSA, and the Research and Innovative Technology Administration (RITA). This project will enable the attendees to learn: The latest safety data-collection methods and best practices by DOT's;

- How to best utilize more accurate traffic records and highway safety data;
- How to plan and participate in a successful Traffic Records Coordinating Committee (TRCC), similar to Colorado's STRAC;
- Networking with a variety of transportation and highway safety professionals;
- Discovery of how better data can help save lives.

The Traffic Records Forum is a valuable event where the users of crash records network with peers from other states, share the knowledge of practitioners from a variety of agencies, coordinate successful examples, train on new programs, learn about the challenges and successes of state agencies, lead research projects, and find new applications of technology and resources that are available. The Forum provides an opportunity for Traffic Engineers to meet with Traffic Records software developers to discuss current and future needs, such as; usage, collection, analysis, current and emerging technology, current systems and programs, research, current Issues, and emerging needs.

This project addresses all of Traffic Records' performance measures as it trains Project Managers to better handle the changing needs of traffic records. It does not target any particular measure.

Evaluation Measure Professional development.
Funding Source 408
Program Area K9 – Data Incentive

Cost Summary

Personal Services		
Operating Expenses		
Travel	\$	5,000.00
Contractual Services		
Other (indirects)		
Total	\$	5,000.00
Federal Funds	\$	5,000.00
Agency Match		
Total	\$	5,000.00

PROGRAM TASK DESCRIPTIONS

2012-2015 Safety Education and
Enforcement Programs
Occupant Protection



OCCUPANT PROTECTION

Overall seat belt usage by adult occupants of vehicles has increased substantially from 55.5% in 1995 to 81.1% in 2009. Child safety seat use has increased from 79% in 1997 to 87.2% in 2009.

Seat belt usage for children ages 5 to 15 has also increased significantly from 48.8% in 1997 to 73.7% in 2009. The 2009 teen seat belt usage rate was 80.6%. Rural areas of the state continue to have lower safety belt usage rates than the state as a whole, as do drivers and passengers of pickup trucks (68.2%).

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

Based on the 2011 CDOT Problem Identification, analysis of the 2010 crash data, and the 2009 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 El Paso, Denver, Jefferson, Larimer, Mesa, and Pueblo counties; rural areas including 11 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 including the rural, May, and night-time mobilizations;
- 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 diverse populations and involving community organizations to educate adults and children;
- Targeting child passenger safety and booster seat usage;
- Providing support to rural communities to address low seat belt usage rates.

Task Number 12-06-61-01
Program Name SW Colorado Child and Adolescent Safety
Contractor Southern Ute Community Action Programs, Inc.
Program Manager Erez

According to 2011 CDOT Problem ID report, La Plata County had the 10th lowest rate of observed car seat/booster seat use for children 0-4, at about 91%. Observed juvenile booster seat use at Ignacio elementary school K-3 was at 80%, lower than the county average of 84%. Observed appropriate child restraint use at Southern Ute Head Start was 59% in January of 2010. The 2010 seat belt use rate among teens in La Plata County is at 69%. Teen seat belt use observed at Ignacio High School was only 31% and overall seatbelt use in La Plata County was 68.9%.

Southern Ute Community Action Programs, Inc. (SUCAP) and its partners, schools, law enforcement, and local commercial employers, will conduct outreach activities that will include check up events, fit stations, observational surveys, and presentations at schools. The program will focus on teen drivers, child passenger safety, and special-healthcare-needs seats provision. The program will address target populations in La Plata County and will include the 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 fit stations, # of check up events, pre/post observational seat belt surveys.
Funding Source 402
Program Area OP - Occupant Protection

Cost Summary

Personal Services	\$	49,000.00
Operating Expenses	\$	10,000.00
Travel	\$	1,000.00
Contractual Services		
Other (indirects)		
Total	\$	60,000.00
Federal Funds	\$	60,000.00
Agency Match	\$	15,000.00
Total	\$	75,000.00
Local Benefit	\$	60,000.00

Task Number 12-06-61-02
Program Name CPS Team Colorado
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 2010, among children 0-15 years of age, there were 18 fatalities where 44% were unrestrained. The Colorado State Patrol program will decrease the number of deaths and injuries to children through a combined education and outreach program designed to increase the correct usage of occupant protection systems in vehicles. The program will support seat belt usage, with special emphasis on establishing and maintaining statewide Child Passenger Safety (CPS) fitting stations, education, and national CPS technicians' trainings.

Match will be 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 seat stations, # of trainings, # of people trained.
 Funding Source 402
 Program Area OP - Occupant Protection

Cost Summary

Personal Services	\$	75,000.00
Operating Expenses	\$	25,000.00
Travel	\$	5,000.00
Contractual Services	\$	70,000.00
Other (indirects)		
Total	\$	175,000.00
Federal Funds	\$	175,000.00
Agency Match	\$	43,750.00
Total	\$	218,750.00
Local Benefit	\$	175,000.00

Task Number 12-06-61-03
Program Name Teen Motor Vehicle Safety and Child Passenger Safety
Contractor Mesa County Health Department
Program Manager Chase

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 2010 state rate. The Community Guide to Preventive Services recommends education and child safety seat distribution programs as a best practice to increase use and improve the correct use of child restraints. In addition, programs to “Teach your Teen to Drive,” distributing community-wide information/education, promoting seat belt use in Mesa County High Schools through teen-led activities, and parent participation, will be implemented and tracked by health educators in Mesa County. This project will also provide assistance and leadership to the Northwest Regional Emergency Trauma Advisory Council to reduce deaths and serious injuries associated with motor vehicle crashes.

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 Reduce deaths and serious injuries that result from traffic crashes involving young drivers and child passengers as measured by crash, injury and fatality data, # of safety seats inspected and corrected, # of youth programs.

Funding Source 402

Program Area OP - Occupant Protection

Cost Summary

Personal Services	\$	7,358.72
Operating Expenses	\$	11,220.00
Travel	\$	51.00
Contractual Services	\$	17,370.28
Other (indirects)		
Total	\$	36,000.00
Federal Funds	\$	36,000.00
Agency Match	\$	9,000.00
Total	\$	45,000.00
Local Benefit	\$	36,000.00

Task Number 12-06-61-04
Program Name Traffic Safety Initiatives Mini-Grants
Contractor TBD
Program Manager Guerrero

The Office of Transportation Safety will offer mini-grants to community organizations and other agencies to help support traffic safety education efforts and traffic enforcement efforts. Funding will provide resources and support through training and materials to better execute and support statewide occupant protection, child passenger safety and teen driving safety, distracted-driving initiatives, and to educate parents on Colorado’s Graduated Driver’s Licensing laws (GDL) by offering parenting classes, motorcycle safety, speed enforcement, and impaired-driving prevention programs.

Agencies within high risk counties, as identified in the CDOT FY 2011 Problem ID, will be sent information on how to apply for the mini grants, and information will also be posted on the CDOT Safety website. Agencies will be eligible to apply for mini-grants up to \$4,950.

This project addresses measures:

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

Evaluation Measure Reduce deaths and serious injuries that result from traffic crashes involving young drivers and child passengers as measured by crash, injury and fatality data, # of educational presentations, # of parenting classes.

Funding Source 402
Program Area OP – Occupant Protection

Cost Summary

Personal Services	\$	25,000.00
Operating Expenses	\$	25,000.00
Travel		
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 12-06-61-05
Program Name African-American Occupant Protection
Contractor BurksComm Inc.
Program Manager Erez

In 2010, according to the Colorado State Patrol, 22 African-American drivers and passengers died, and 11 of those were unbuckled. Nine of the unbuckled were under age 35, and two were children. National data shows: (1) almost one out of every four African Americans still does 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 goal 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 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 Pre/Post program observational evaluation, # of safety presentations, # of attendees, # of car seat checks.
Funding Source 402
Program Area OP - Occupant Protection

Cost Summary

Personal Services	\$	58,000.00
Operating Expenses	\$	4,000.00
Travel	\$	1,000.00
Contractual Services	\$	12,000.00
Other (indirects)		
Total	\$	75,000.00
Federal Funds	\$	75,000.00
Agency Match	\$	18,750.00
Total	\$	93,750.00
Local Benefit	\$	5,000.00

Task Number 12-06-61-06
Program Name Buckle Up For Love
Contractor Denver Osteopathic Foundation
Program Manager Huddleston

The 2011 Problem ID reports that nearly 30% of children ages 5-15 were improperly restrained. Juveniles (ages 5-15) continue to lag in seat belt use as compared to adults and teens (approximately 82%). The purpose of this project is to increase booster seat use, increase education for teen-age mothers about proper use of child passenger safety seats, and increase safe behavior and knowledge about safety issues among Pre-K – 2nd 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.

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	\$	10,000.00
Operating Expenses	\$	15,500.00
Travel		
Contractual Services	\$	7,500.00
Other (indirects)		
Total	\$	33,000.00
Federal Funds	\$	33,000.00
Agency Match	\$	8,250.00
Total	\$	41,250.00
Local Benefit	\$	33,000.00

Task Number 12-06-61-07
Program Name Save a Friend, Save Yourself
Contractor Denver Osteopathic Foundation
Program Manager Huddleston

According to the 2010 Child Safety Restraint System and the CDOT Juvenile Seat Belt Study, the combined front seat and rear seat belt usage for juveniles aged 5-15 years was 75.5% in 2010. The purpose of this project is to increase the number of juveniles aged 8-12 who are safely buckled-up in the back seat. The target audience will be 1,500 3rd – 8th grade students and their parents at selected elementary schools in the Denver metro area of Denver, Douglas, and Arapahoe counties, with outreach to rural Colorado.

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	\$	12,000.00
Travel		
Contractual Services	\$	7,000.00
Other (indirects)		
Total	\$	27,000.00
Federal Funds	\$	27,000.00
Agency Match	\$	6,750.00
Total	\$	33,750.00
Local Benefit	\$	27,000.00

Task Number 12-06-61-08
Program Name Occupant Protection Technology Transfer
Contractor TBD
Program Manager Chase

The purpose of the Occupant Protection Technology Transfer project 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 2012 Lifesavers 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

Personal Services		
Operating Expenses	\$	3,000.00
Travel	\$	7,000.00
Contractual Services		
Other (indirects)		
Total	\$	10,000.00
Federal Funds	\$	10,000.00
Agency Match		
Total	\$	10,000.00

Task Number 12-06-61-09
Program Name Latino Community Seat Belt Safety
Contractor Crossroads Turning Points, Inc.
Program Manager Guerrero

Pueblo County has the 8th highest crash risk according to the 2011 Problem ID. Pueblo had 18 fatal crashes out of 409 statewide and 19 fatalities out of 448 statewide. Overall seatbelt usage decreased to 76% from 79% last year and only 64% of juveniles were restrained. Among individuals injured in Las Animas crashes, 29% were unrestrained, giving it the 25th worst rate in the state. Huerfano County had a 67% overall seat belt usage, well below the average State rate. Hispanic males are at a disproportionate risk of being killed or seriously injured in a motor vehicle crash due to failure to use seat belts.

The purpose of this project is to address low seat belt usage rates among Latino residents in Pueblo, in communities in the San Luis Valley, and in Las Animas and Huerfano counties. The safety program will include conducting check-up events, fitting stations in all counties, and distribution of informational materials to schools, parents, unions, farmers, service and social clubs, governmental agencies, and other businesses to address the low seatbelt usage rate among the Latino population.

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, # of seats installed. # of community sessions.
Funding Source 402
Program Area OP – Occupant Protection.

Cost Summary

Personal Services	\$	36,200.00
Operating Expenses	\$	10,800.00
Travel	\$	2,000.00
Contractual Services		
Other (indirects)		
Total	\$	49,000.00
Federal Funds	\$	49,000.00
Agency Match	\$	12,250.00
Total	\$	61,250.00
Local Benefit	\$	49,000.00

Task Number 12-06-61-10
Program Name Teen Motor Vehicle Safety and Distracted Driving
Contractor Drive Smart Colorado
Program Manager Guerrero

Nationally and locally there is a growing concern that distracted driving is becoming an epidemic. The Centers for Disease Control and Prevention state that distractions such as talking or texting on cell phones, eating, adjusting the radio, iPod, or CD player all increase the teen driver’s risk of being in a crash. According to the Colorado Health Information Dataset (CoHID), in 2009 there were a total of 10 teen motor vehicle fatalities in El Paso and Teller Counties among 15-19 year olds, and according to the 2011 CDOT Problem ID report, there were a total of 147 teen drivers involved in injury crashes in El Paso and Teller counties. To educate young drivers and their parents about the risks of distracted driving, Drive Smart Colorado will implement a Distracted Driving Educational Campaign to 20 El Paso and Teller county high schools, with the goal of reducing the number of serious injuries in traffic crashes among young drivers by 3%.

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

Evaluation Measure # of cell phone use observation checks, # of parent awareness classes.
 Funding Source 402
 Program Area OP- Occupant Protection

Cost Summary

Personal Services	\$	27,000.00
Operating Expenses	\$	15,400.00
Travel	\$	600.00
Contractual Services		
Other (indirects)		
Total	\$	43,000.00
Federal Funds	\$	43,000.00
Agency Match	\$	10,750.00
Total	\$	53,750.00
Local Benefit	\$	43,000.00

Task Number 12-06-61-11
Program Name Occupant Protection Enforcement - Click It or Ticket
Contractor Colorado State Patrol
Program Manager Chase

The Colorado State Patrol will provide 6,350 hours of overtime enforcement of Colorado’s occupant protection restraint laws during three “Click it or Ticket” enforcement campaigns; Rural Enforcement (March 29- April 4, 2012) , May Mobilization (May 21- June 3, 2012) and Night-time Enforcement (July 26- August 1, 2012). The Colorado State Patrol will collaborate and coordinate program activity information with the CDOT Public Relations Office and will coordinate data collection and reporting efforts, including pre- and post-enforcement safety belt usage surveys, with staff.

The Colorado State Patrol allocates funding to all 19 Troop Offices. The compliance rate in each of those specific areas, and the specific troop goals, will determine the amount of allocated funds.

Additional enforcement will be conducted year round in low-compliance areas, and during peak travel times.

The goal of the “Click It or Ticket” program is to reduce the number of unrestrained fatalities in all vehicle positions.

Matching funds provided by grant recipient.

This project addresses measures:

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

Evaluation Measure Increase in observed seatbelt use, # of seat belt citations
Funding Source 402
Program Area OP- Occupant Protection

Cost Summary

Personal Services	\$ 400,000.00
Operating Expenses	
Travel	
Contractual Services	
Other (indirects)	
Total	\$ 400,000.00
Federal Funds	\$ 400,000.00
Agency Match	\$ 150,000.00
Total	\$ 550,000.00
Local Benefit	\$ 400,000.00

Task Number 12-06-61-12
Program Name Occupant Protection Enforcement- Click it or Ticket
Contractor Local Law Enforcement
Program Manager Chase

“Click It or Ticket” (CIOT) is the most successful seatbelt campaign ever, helping create the highest national seatbelt usage rate of 83% for 2008. This year, 90-plus law enforcement agencies will participate in the May mobilization CIOT campaign on May 21 - June 3, 2012.

The CIOT campaign will be expanded to include two additional enforcement periods – March 29 – April 4, 2012 for rural Colorado enforcement, and July 26- August 1, 2012 for front-range night-time enforcement.

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 the occupant protection laws through a combination of enforcement, education, and awareness. This project supports overtime enforcement of occupant protection laws at the local level in conjunction with the “Click It or Ticket” high-visibility enforcement campaigns.

Agencies request funds through an application process. The funding level for each agency is determined through seat belt use rates, unrestrained fatality rates, and the agency’s potential impact on these rates. Priority is given to those agencies with low seat belt use rates and high unrestrained fatality rates. The goal of the “Click It or Ticket” program is to reduce the number of unrestrained fatalities in all vehicle positions.

This project addresses measures:

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

Evaluation Measure Increase in observed seatbelt use, # of seat belt citations.
Funding Source 402
Program Area OP- 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	
Total	\$ 300,000.00
Local Benefit	\$ 300,000.00

Task Number 12-06-61-13
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

Drivers between the ages of 15-20 are more likely to die in a motor vehicle crash than any other group, and motor vehicle crashes are the leading cause of death among teenagers nationally. An analysis of all crash data for 19-year old drivers in Aurora shows a significant increase in each of the last three years, with an almost 200% increase from 2007 to 2009 (United States Department of Transportation 2009). The P.A.R.T.Y. program targets area high schools in Denver and Aurora, and serves 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 with role-playing experiences in the emergency department, family notification room, and morgue at the University of Colorado Hospital.

A hybrid “P.A.R.T.Y. On The Road Program” has also been developed to enable volunteers to reach high school students who are not able to attend the one-day course. This campaign has reached over 2,000 students.

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 young driver related crashes in Denver and Aurora, # 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	\$	9,325.00
Travel	\$	600.00
Contractual Services		
Other (indirects)		
Total	\$	16,925.00
Federal Funds	\$	16,925.00
Agency Match	\$	4,250.00
Total	\$	21,175.00
Local Benefit	\$	16,925.00

Task Number 12-06-61-14
Program Name Occupant Protection Mini-Grants
Contractor TBD
Program Manager Erez

Through this project, rural organizations from counties identified as high risk in the 2011 Problem ID will be awarded mini-grants to implement their 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 will be sent information on how to apply for the mini-grants. This information will also be posted on the CDOT Safety website. Agencies will be eligible to apply for mini-grants up to \$4,950. Allowable 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	\$	30,000.00
Operating Expenses	\$	29,000.00
Travel	\$	1,000.00
Contractual Services		
Other (indirects)		
Total	\$	60,000.00
Federal Funds	\$	60,000.00
Agency Match		
Total	\$	60,000.00
Local Benefit	\$	60,000.00

Task Number 12-06-61-15
Program Name Foothills School-Based Teen Driver Safety
Contractor Drive Smart EC
Program Manager Erez

Sixty-eight children ages newborn to fourteen years old were injured in crashes in Jefferson County from 2006-2009. Over 80% of these children were over the age of 5. Teen drivers in the foothills, from Clear Creek High School, Conifer High School, Evergreen High School, and Platte Canyon High School, face exceptional driving challenges navigating obstacles including curvy mountain roads with blind spots, wildlife, and adverse weather conditions.

The project’s goal is to target the “tween” age group, aged 8-14, and young drivers, in order to reduce serious injuries and fatalities in the foothills communities, by incorporating comprehensive safety programs in the targeted high schools such as: the “Battle of the Belt” peer-to-peer safety belt contests; positive-reinforcement seat belt checks; creative peer led activities; and a Graduated Drivers Licensing (GDL) trivia game to increase parents and teens understanding of GDL Laws.

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 Reduce the # of young-driver-related crashes, rate of increased seat belt usage by young drivers, # of safety programs, # of people contacted.
Funding Source 402
Program Area OP - Occupant Protection

Cost Summary

Personal Services	\$	10,000.00
Operating Expenses	\$	22,170.00
Travel	\$	1,000.00
Contractual Services	\$	20,000.00
Other (indirects)		
Total	\$	53,170.00
Federal Funds	\$	53,170.00
Agency Match	\$	13,295.00
Total	\$	66,465.00
Local Benefit	\$	53,170.00

Task Number 12-06-61-16
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. Although the restraint usage is high for children ages birth to 4 years, it does not mean that these restraints are used correctly. Approximately 12% of Larimer County children are living in poverty, and families who struggle just to provide the basic necessities are less likely to be able to provide proper child safety restraints.

The purpose of this project is to increase access to child restraints in all vehicles and to provide education on how to use them correctly. Activities include providing a hospital fit-station for newborns at Poudre Valley Hospital to assist with the proper installation of their rear-facing child restraints, plus educating parents, and distributing 300 car seats to families in need.

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, knowledge gain through survey, decrease in misuse installations.
Funding Source 402
Program Area OP - Occupant Protection

Cost Summary

Personal Services		
Operating Expenses	\$	14,000.00
Travel		
Contractual Services	\$	35,000.00
Other (indirects)	\$	3,000.00
Total	\$	52,000.00
Federal Funds	\$	52,000.00
Agency Match	\$	13,000.00
Total	\$	65,000.00
Local Benefit	\$	52,000.00

Task Number 12-06-61-17
Program Name Seat Belt Survey
Contractor Colorado State University
Program Manager Erez

Colorado State University will continue to conduct the annual observational surveys of seat belt usage in Colorado and the new NHTSA survey methodology will be implemented. The studies will be conducted throughout Colorado on roadways using traffic observers. The observers will count the number of front seat occupants of non-commercial passenger vehicles (cars and light trucks) and record the numbers who are wearing seat belts. The annual surveys include the: State of Colorado Pre-mobilization Seat Belt Survey for a cost of \$10,650; the State of Colorado Statewide Seat Belt Survey for a cost of \$115,800; the State of Colorado Teen Seat Belt Survey for a cost of \$62,000; and the State of Colorado Child Safety Restraint System and Juvenile Seat Belt Survey for a cost of \$15,000. Funds will also be used to develop, design and implement the new NHTSA survey methodology.

This project addresses measures:

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

Evaluation Measure Successful completion of seat belt surveys.
Funding Source 402
Program Area OP – Occupant Protection

Cost Summary

Personal Services	\$	50,000.00
Operating Expenses	\$	50,000.00
Travel		
Contractual Services	\$	150,000.00
Other (indirects)		
Total	\$	250,000.00
Federal Funds	\$	250,000.00
Agency Match		
Total	\$	250,000.00

Task Number 12-06-61-18
Program Name Denver’s Distracted Driving Enforcement
Contractor Denver Police Department
Program Manager Huddleston

Distracted and inattentive driving is on the rise nationally and is observed more frequently in Denver. The prevailing opinion of the officers who are assigned to investigate Denver’s accidents, is that increased driver distractions is a contributory factor in an increasing number of accidents which include serious bodily injury and fatal crashes.

This project will enable targeted, high-visibility enforcement of distracted-driving laws, particularly those addressing cell phone use and text messaging. The project will complement outreach and education activities geared to Denver high school students in the 2011-12 school year. The enforcement will cover all types of distracted driving, especially targeting behaviors such as texting, cell phone use, manipulating electronic devices, eating, applying makeup, and reading while driving.

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 citations issued, # of pledges received.
Funding Source 402
Program Area OP – Occupant Protection

Cost Summary

Personal Services	\$	37,584.00
Operating Expenses	\$	2,000.00
Travel		
Contractual Services		
Other (indirects)		
Total	\$	39,584.00
Federal Funds	\$	39,584.00
Agency Match	\$	9,900.00
Total	\$	49,484.00
Local Benefit	\$	39,584.00

Task Number 12-06-61-19
Program Name Teen Motor Vehicle Safety Project
Contractor Pueblo County Health Department
Program Manager Guerrero

Pueblo ranks eighth out of 64 Colorado counties in total number of fatalities. Economic costs to the community for poor driving habits and crashes total \$111,939,900 – a huge burden to residents. Among youth, Pueblo County ranks fourth for at-fault teen drivers and 16th for impaired teen drivers. (2011 Problem ID) These statistics prompted the Pueblo City-County Health Department (PCCHD) to collaborate with community agencies in Pueblo to improve motor vehicle safety. As a result, “Teaching Your Teen to Drive” classes were implemented and offered to parents of teens to empower and educate parents on how to work with their teens, help them become safer drivers, and teach them about the Graduated Drivers Licensing laws (GDL).

In addition, classes called “Teens Driving Safer” were implemented for teens ages 15-19. These classes include “Driver’s Education/Rules of the Road,” and “Safety and Mechanics of the Car,” in order to make teens become safer drivers and less willing to take risks.

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, # 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	\$	12,278.00
Operating Expenses	\$	8,393.00
Travel	\$	180.00
Contractual Services	\$	10,849.00
Other (indirects)		
Total	\$	31,700.00
Federal Funds	\$	31,700.00
Agency Match	\$	7,925.00
Total	\$	39,625.00
Local Benefit	\$	31,700.00

Task Number 12-06-61-20
Program Name Child Passenger Safety Program Expansion to the Underserved
Contractor Drive Smart EC
Program Manager Erez

Sixty-eight children ages newborn to fourteen were injured in crashes in Jefferson County from 2006-2009. More than 80% of these children were over the age of five.

This program’s goal is to train certified car seat technicians to ensure that parents in the foothill communities of Jefferson, Clear Creek, and Park Counties have the knowledge to properly restrain their children, and it supplies low-cost car seats to families 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 of the responsibility for their own passenger safety.

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 seats checked and distributed, # of presentations, # in attendance.
Funding Source 402
Program Area OP - Occupant Protection

Cost Summary

Personal Services	\$	9,000.00
Operating Expenses	\$	15,000.00
Travel	\$	1,000.00
Contractual Services	\$	20,000.00
Other (indirects)		
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 12-06-61-21
Program Name Teen Traffic Safety Campaign
Contractor Mile-High RETAC
Program Manager Huddleston

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 2011.

The program will implement a collaborative peer-to-peer traffic safety campaign within participating high schools, which involves students, faculty, and other safety resources and agencies. The program’s goal is to increase seat belt usage 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.

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-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 participating schools.
 Funding Source 402
 Program Area OP – Occupant Protection

Cost Summary

Personal Services		
Operating Expenses	\$	10,000.00
Travel	\$	2,000.00
Contractual Services	\$	33,000.00
Other (indirects)		
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 12-06-61-22
Program Name Seat Belt Cortez
Contractor Cortez Police Department
Program Manager Huddleston

Cortez has an observed seat belt usage rate that, at 74%, is well below the Colorado state average rate. Cortez ranked 15th highest in the state for the number of fatalities and is ranked 17th worst in unrestrained injury cases. The purpose of this project is to increase seat belt use by conducting both short, high-visibility seat belt enforcement and sustained enforcement efforts. The Cortez Police Department will conduct quarterly seat belt observations to record usage levels, especially among front seat occupants, establish weekly seat belt enforcement efforts, and issue press releases regarding results of the observations and enforcement efforts.

Matching funds provided by grant recipient.

This project addresses measures:

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

Evaluation Measure # of seat belt citations issued, # of press releases.
 Funding Source 402
 Program Area OC – Occupant Protection

Cost Summary

Personal Services	\$	10,000.00
Operating Expenses		
Travel		
Contractual Services		
Other (indirects)		
Total	\$	10,000.00
Federal Funds	\$	10,000.00
Agency Match	\$	2,500.00
Total	\$	12,500.00
Local Benefit	\$	10,000.00

Task Number 12-06-61-23
Program Name The Children’s Hospital Child Passenger Safety
Contractor The Children’s Hospital Association
Program Manager Erez

In 2010, Children’s Hospital admitted 79 motor vehicle patients and admitted 88 the year before. Of the patients admitted in 2010, 79.7% were unrestrained. The CDOT 2011 Problem ID highlights the importance of targeting child passenger safety efforts toward children who live in Children’s Hospital’s local community. This project primarily will target children in Montbello and Aurora (which includes Adams, Arapahoe, and Denver counties), and secondarily will target the hospital’s Primary Service Area, which includes all eight Denver-metro area counties.

The project will focus on Children with Special Health Care Needs (CSHCN). There are an estimated 162,000 CSHCN between the ages of 1 and 14 in Colorado. Parents and medical personnel have limited awareness and knowledge of how to properly assist these children in special seats. The project’s activities will include increasing the number of hours that Children’s Hospital’s fit-station is in operation, and it will provide training to staff members to strengthen their knowledge surrounding CSHCN needs and how to evaluate CSHCN for specialized restraints. It will purchase appropriate SNR’s and will provide them to 200 families for temporary use.

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 station hours held, # of pre/post questionnaire to gauge restraint use and basic knowledge of Colorado car seat law, tracking of all SNRs loaned and distributed, tracking of all regular car seats distributed, # of families assisted.

Funding Source 402
Program Area OP - Occupant Protection

Cost Summary

Personal Services	\$	3,000.00
Operating Expenses	\$	10,000.00
Travel		
Contractual Services	\$	7,000.00
Other (indirects)		
Total	\$	20,000.00
Federal Funds	\$	20,000.00
Agency Match	\$	5,000.00
Total	\$	25,000.00
Local Benefit	\$	20,000.00

Task Number 12-06-61-24
Program Name Child Protection Safety Program
Contractor Ute Mountain Ute Tribe
Program Manager Erez

For the past five years, the Bureau of Indian Affairs Law Enforcement has averaged 72 accident investigations, which had produced an average of 26 injuries. Citations and/or arrests for careless or reckless driving range between 110 and 122. Montezuma County seatbelt usage rates, at 68.2% in 2008, are well below the State average. In 2010 at Head Start, 112 vehicles were observed, and only 28 drivers were buckled up. Overall observed rates for unrestrained passengers and drivers are at approximately 60%.

The purpose of this project is to educate the tribal population about traffic safety and to provide car safety seats. This project will address child passenger safety, and include activities such as operating a fit-station, conducting check-up events, and disseminating CPS information utilizing the tribal channel for public interest programming on CPS, and other related information. It will develop an ongoing educational program by partnering with child and youth organizations to educate youth and parents, and will train CPS technicians. All services are provided through the Tribal Health Department.

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 seats installed, # check up events.
 Funding Source 402
 Program Area OP - Occupant Protection

Cost Summary

Personal Services	\$	10,000.00
Operating Expenses	\$	10,000.00
Travel		
Contractual Services		
Other (indirects)		
Total	\$	20,000.00
Federal Funds	\$	20,000.00
Agency Match	\$	5,000.00
Total	\$	25,000.00
Local Benefit	\$	20,000.00

Task Number 12-06-61-25
Program Name Seat Belts 101
Contractor Just Say Know Inc.
Program Manager Guerrero

According to the CDOT 2011 Problem ID, Denver has a 78% teen seat belt use rate, which is below the state average of 82.2%. Denver is ranked third highest of Colorado’s 64 counties for fatalities. Denver has approximately 70,000 college students attending Metropolitan College of Denver, the University of Denver, Community College of Denver, and the University of Colorado at Denver, all within a 10 minute driving radius of each other. Seatbelt observations taken in 2009, when a “Seat Belts 101” program was implemented at the University of Denver campus, showed many college students not in compliance with seat belt usage laws. The result of the 2009 “Seat Belts 101” implementation found the average rate of young driver seat belt compliance was 69% before intervention activities and 76% upon the completion of those activities.

This project will continue to address seat belt usage issues by implementing a seat belt compliance campaign. Activities will include: conducting surveys of young drivers; establishing community resources and local partnerships; establishing campaign locations, dates, and times; conducting pre-campaign observations at campaign locations; implementing campaign activities; conducting post-campaign observations; and establishing relationships with the campus police to enhance these efforts.

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-9. Reduce the number of drivers age 20 or younger involved in fatal crashes
- B-1. Increase the observed seat belt use for passenger vehicles

Evaluation Measure Number of seatbelt campaigns conducted.
 Funding Source 402
 Program Area OP-Occupant Protection

Cost Summary

Personal Services		
Operating Expenses	\$	6,100.00
Travel	\$	300.00
Contractual Services	\$	28,600.00
Other (indirects)		
Total	\$	35,000.00
Federal Funds	\$	35,000.00
Agency Match	\$	8,750.00
Total	\$	43,750.00
Local Benefit	\$	35,000.00

PROGRAM TASK DESCRIPTIONS

**2012-2015 Safety Education and
Enforcement Programs
Motorcycle Safety and Motorcycle Operator
Safety Training (MOST)**



MOTORCYCLE SAFETY

In Colorado in 2008 there were 98 motorcycle fatalities, and in 2009 there were 88 motorcycle fatalities. Despite the decrease, OTS continues efforts to educate motorcyclists on the need for proper training, the use of protective gear, and motorist awareness of motorcyclists.

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.

Efforts and activities to address Motorcycle Safety include:

- Administering the statewide motorcycle rider safety training program, the Motorcycle Operator Safety Training (MOST) Program, to ensure that motorcyclists are properly licensed;
- Educating motorcyclists statewide about the dangers of operating a motorcycle while impaired;
- Continuing efforts to build partnerships with community coalitions and motorcycle organizations to develop outreach programs that focus on motorcycle safety issues;
- 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;
- Continuing to promote the Live to Ride motorist awareness program.

Task Number 12-07-71-01
Program Name Motorcycle Operator Safety Training (MOST)
Contractor Certified Training Programs and Facilities
Program Manager Peterson

During FY 2012 the Colorado Department of Transportation will continue the statewide motorcycle rider education program that was established by statute in 1990. The program is funded through a \$2 surcharge on motorcycle driver’s license endorsements and \$4 on motorcycle license registrations. The Office of Transportation Safety is responsible for the allocation of these funds to provide training in a manner as prescribed by statute, assuring that it is affordable and accessible to qualified applicants throughout the state of Colorado. The program trains approximately 10,000 students per year through contractors under the supervision of MOST qualified instructors at over 30 training sites. Since inception MOST has trained an estimated 100,000 students.

This project addresses measures:

- C-5. Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above.
- C-7. Reduce the number of motorcycle fatalities
- C-8. Reduce the number of unhelmeted motorcyclist fatalities

Evaluation Measure # 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 12-07-71-02
Program Name Increasing Motorcycle Safety in El Paso County
Contractor El Paso County Public Health
Program Manager Peterson

According to a 2003 Motorcycle Safety Foundation (MSF) and National Highway Traffic Safety Administration (NHTSA) report, the safety of motorcyclists is affected by their attitudes toward skill development, their ability to practice risk management, and the influence of their riding peers regarding such issues as protective gear and motorcycle training. In order to influence the attitudes and modify the behavior of motorcycle riders, the El Paso County Public Health Department (EPCPH) will continue a motorcycle safety media campaign.

The campaign will focus on two demographics with the highest risk for motorcycle fatalities – men ages 18 - 34 and men ages 45 and older – and will promote motorcycle training courses and the wearing of safety gear, including helmets, by both riders and passengers. The campaign will use a combination of social media, traditional paid media, and outreach to motorcycle riders via contracts with community partners at motorcycle safety events in El Paso County.

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		
Travel	\$	150.00
Contractual Services	\$	44,850.00
Other (indirects)	\$	15,000.00
Total	\$	60,000.00
Federal Funds	\$	60,000.00
Agency Match	\$	15,000.00
Total	\$	75,000.00
Local Benefit	\$	60,000.00

Task Number 12-07-71-03
Program Name Jefferson County Motorcycle Rider Safety Education: RIDE SMART
Contractor Drive Smart Evergreen/Conifer
Program Manager Peterson

In 2009, 127 motorcyclists in Jefferson County were hospitalized for injuries resulting from a motorcycle crash, the highest rate in the state (www.cohid.org). Also in 2009, Jefferson County had the second highest number of motorcycle fatalities with seven according to NHTSA: Traffic Safety Performance –Core Outcome-Measures for Colorado. CDOT data shows that Colorado motorcycles make up only 3% of the state’s registered vehicles, but motorcycle riders and passengers accounted for 18% (82 of 465) of traffic fatalities in 2010.

In response to this data, Drive Smart Evergreen/ Connifer (DSEC) laid the groundwork for building a coalition of motorcycle stakeholders, as well as a plan to continue efforts aimed at ways to combat impaired riding by continuing the NHTSA sponsored, Green-Yellow-Red project that allows riders who have had too much to drink to leave their bikes safely at the bars and take alternative transportation home.

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 “Front Range” taverns that participate in the campaign, # of riders who leave their motorcycles and opt for alternative transportation.
Funding Source 402
Program Area MC – Motorcycle Safety

Cost Summary

Personal Services	\$	10,000.00
Operating Expenses	\$	14,925.00
Travel	\$	1,000.00
Contractual Services	\$	8,900.00
Other (indirects)		
Total	\$	34,825.00
Federal Funds	\$	34,825.00
Agency Match	\$	8,710.00
Total	\$	43,535.00
Local Benefit	\$	34,825.00

Task Number 12-07-71-04
Program Name Operation Save a Life
Contractor ABATE of Colorado
Program Manager Peterson

ABATE of Colorado has developed the innovative Operation Save a Life (OSAL) program, written and presented by motorcyclists, with the expressed goal of reducing motorcycle crashes sustained by motorcyclists. This program is an effort to make motorists more aware of motorcycles. Included in this program is a “Bystander Assistance Class,” which has been developed by Accident Scene Management, Inc., that addresses what to do if someone comes upon a motorcycle accident, and how to render assistance until emergency services arrive. This program is in partnership with CDOT to effect change in the number of licensed riders through rider education and to distribute promotional materials that stress the importance of obtaining licensing and motorcycle endorsements. Increasing motorist awareness will positively impact a reduction in the number of fatalities and crashes within multi-vehicle crashes.

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 presentations and people contacted.
 Funding Source 402
 Program Area MC – Motorcycle Safety

Cost Summary

Personal Services	\$	13,132.00
Operating Expenses	\$	19,500.00
Travel	\$	443.00
Contractual Services	\$	1,925.00
Other (indirects)		
Total	\$	35,000.00
Federal Funds	\$	35,000.00
Agency Match	\$	8,750.00
Total	\$	43,750.00
Local Benefit	\$	35,000.00

PROGRAM TASK DESCRIPTIONS

2012-2015 Safety Education and
Enforcement Programs
Public Relations



PUBLIC RELATIONS

Public relations plays a critical role in addressing numerous traffic safety issues identified in the CDOT Problem Identification Report and the goals set out in the Colorado Integrated Safety Plan (ISP). Public relations includes media relations, community relations, marketing, paid advertising, and development of strategic partnerships that expand CDOT's goal of furthering safety education and reducing fatalities.

CDOT's Public Relations Office (PRO) supports the Office of Transportation Safety, its grantees, and partners, with specialized assistance related to projects addressing occupant protection and impaired-driving education and outreach. The PRO conducts the high-visibility aspect of enforcement campaigns aimed at reducing fatalities, including 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.

PR activities to address occupant protection and impaired driving problems include:

- Development and implementation of ongoing media and public relations campaigns for high-visibility DUI enforcement and seat belt enforcement;
- Development and implementation of safety education campaigns for motorcycle safety, teen driving, child passenger safety, and work zone safety;
- Development and distribution of news releases;
- Development of relationships with statewide media to encourage news coverage of safety issues;
- Execution of newsworthy media and special events;
- Development of materials for Hispanic audience and Spanish language media;
- Execution of media events and special events which are culturally relevant for Hispanic and/or African-American audiences;
- Development and production of collateral materials, including brochures, fact sheets, posters, flyers, print ads, radio spots, and videos;
- Fostering of positive relationships with media, grantees and internal and external partners to expand safety education;
- Development and maintenance of campaign web-sites;
- Placement of paid media buys to reach campaign target audiences;
- Evaluation of campaign elements, including developing a methodology for evaluating increases in public awareness.

Task Number 12-08-81-01
Program Name High-Visibility DUI Enforcement – PR/Evaluation
Contractor Webb PR and Corona Research
Program Manager Halpape

In 2010, 33% of traffic fatalities in Colorado were alcohol-related, killing 150 people. This project conducts the high-visibility portion of the “Heat is On” DUI enforcement campaign, which is critical to its success in reducing alcohol-related fatalities and injuries. This project includes public relations awareness and education activities for the “Heat Is On,” the national DUI crackdown and “DUI Checkpoint Colorado.” This project also includes costs to evaluate public attitudes about drunk driving and awareness of the campaigns.

This project addresses measures:

- C-1. Reduce the number of traffic fatalities
- C-2. Reduce the number of serious injuries in traffic crashes
- C-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 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 – Public Relations

Cost Summary

Personal Services	\$	10,000.00
Operating Expenses	\$	10,000.00
Travel		
Contractual Services	\$	255,000.00
Other (indirects)		
Total	\$	275,000.00
Federal Funds	\$	275,000.00
Agency Match		
Total	\$	275,000.00

Task Number 12-08-81-02
Program Name High-Visibility DUI Enforcement – Paid Media
Contractor Explore Communications
Program Manager Halpape

In 2010, 33% of traffic fatalities in Colorado were alcohol-related, killing 150 people. Proactive media campaigns have proven to be critical in informing the public of Colorado DUI laws and enforcement to reduce alcohol-related fatalities. This project conducts the paid media portion of high-visibility “Heat is On” DUI enforcement campaign, as well as “DUI Checkpoint Colorado” and the national DUI crackdown. This project includes costs for media consultant planning and paid media buys.

This project addresses measures:

- C-1. Reduce the number of traffic fatalities
- C-2. Reduce the number of serious injuries in traffic crashes
- C-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, maximizing buy with added value, gathering and analyzing ratings and impressions.
Funding Source 410
Program Area K8PM – Public Relations

Cost Summary

Personal Services	\$	10,000.00
Operating Expenses	\$	5,000.00
Travel		
Contractual Services	\$	285,000.00
Other (indirects)		
Total	\$	300,000.00
Federal Funds	\$	300,000.00
Agency Match		
Total	\$	300,000.00

Task Number 12-08-81-03
Program Name High-Visibility DUI Enforcement – Latino and Paid Media
Contractor Webb Public Relations & Explore Communications
Program Manager Halpape

In 2010, 33% of traffic fatalities in Colorado were alcohol-related, killing 150 people. Nearly one-third of those killed were Hispanic, despite representing only 20% of the state’s population. 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, number of earned media stories placed in Spanish media outlets.
Funding Source 410
Program Area K8PM – Public Relations

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 12-08-81-04
Program Name Motorcycle Safety
Contractor Amelie Company
Program Manager Halpape

In 2010, 82 motorcycle riders and passengers were killed in traffic crashes in Colorado, which represented 18% of all traffic fatalities. This project includes the execution of the “Live to Ride” campaign, which aims to educate motorcycle riders about the importance of getting training, wearing proper gear, and riding sober. It also aims to educate motorists to watch for motorcycles. Elements include public and media relations tactics, development and distribution of collateral materials, maintenance of www.comotorcyclesafety.com, 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-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.
- 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 12-08-81-05
Program Name Click It or Ticket and Seat belts – PR and Evaluation
Contractor TBD & Corona Research
Program Manager Halpape

In 2010, 166 people who were killed in traffic crashes were unrestrained. Seat belt use in Colorado is 82.9%. The PRO has a key role in implementing the high-visibility aspect of three “Click It or Ticket” enforcement periods, including the national mobilization in May. It includes media and public relations outreach, as well as a formal evaluation to determine public awareness of the campaign and driver 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-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
- 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 Media

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 12-08-81-06
Program Name Click It or Ticket and Seat belts – Paid Media
Contractor Explore Communications
Program Manager Halpape

In 2010, 166 people were killed in traffic crashes who were unrestrained. The seat belt usage rate in Colorado is 82.9%. This project aims to raise awareness of seat belt enforcement and educate the public about the importance of buckling-up through paid media during the high-visibility “Click It or Ticket” enforcement periods. This project covers costs for all media buys, including planning and implementing by the media consultant.

This project addresses measures:

- C-1. Reduce the number of traffic fatalities
- C-2. Reduce the number of serious injuries in traffic crashes
- C-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, maximizing buy with “added value,” gathering and analyzing ratings and impressions.
Funding Source 402
Program Area PM – Paid Media

Cost Summary

Personal Services	\$	10,000.00
Operating Expenses	\$	5,000.00
Travel		
Contractual Services	\$	235,000.00
Other (indirects)		
Total	\$	250,000.00
Federal Funds	\$	250,000.00
Agency Match		
Total	\$	250,000.00

Task Number 12-08-81-07
Program Name Click It or Ticket and Seat Belts – Hispanic
Contractor TBD & Explore Communications
Program Manager Halpape

In 2010, 55% 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 Media

Cost Summary

Personal Services	\$	1,500.00
Operating Expenses	\$	1,500.00
Travel		
Contractual Services	\$	52,000.00
Other (indirects)		
Total	\$	55,000.00
Federal Funds	\$	55,000.00
Agency Match		
Total	\$	55,000.00

Task Number 12-08-81-08
Program Name Teen Driving and GDL Law
Contractor Amelie Company
Program Manager Halpape

In 2010, 63 young drivers, age 15 to 20, were involved in fatal crashes in Colorado, and 54 drivers and passengers in this age group were killed. 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 Media

Cost Summary

Personal Services	\$	5,000.00
Operating Expenses	\$	5,000.00
Travel		
Contractual Services	\$	90,000.00
Other (indirects)		
Total	\$	100,000.00
Federal Funds	\$	100,000.00
Agency Match		
Total	\$	100,000.00

Task Number 12-08-81-09
Program Name Child Passenger Safety
Contractor Amelie Company & Explore Communications
Program Manager Halpape

For children of all ages, more than half of fatalities might be prevented if proper restraints were used correctly. In Colorado from 2006–2010, 64 child passengers, ages 0–12, died in traffic crashes in Colorado. Over half (55%) were not using a child safety seat or seat belt, or they were using one improperly. 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 Media

Cost Summary

Personal Services	\$	2,000.00
Operating Expenses	\$	2,000.00
Travel		
Contractual Services	\$	81,000.00
Other (indirects)		
Total	\$	85,000.00
Federal Funds	\$	85,000.00
Agency Match		
Total	\$	85,000.00

Task Number 12-08-81-10
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 Media

Cost Summary

Personal Services	\$	2,500.00
Operating Expenses	\$	2,500.00
Travel		
Contractual Services	\$	80,000.00
Other (indirects)		
Total	\$	85,000.00
Federal Funds	\$	85,000.00
Agency Match		
Total	\$	85,000.00

Task Number 12-08-81-11
 Program Name Distracted Driving
 Contractor Amelie Company and Explore
 Program Manager Halpape

In 2009, there were 5,474 people killed on U.S. roadways and an estimated additional 448,000 were injured in motor vehicle crashes that were reported to have involved distracted driving. In Colorado, between 2007 and 2010, there were 151 people killed in crashes caused by a distracted driver. This project is to help educate the public about the dangers of distracted driving and about 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 Media

Cost Summary

Personal Services	\$	5,000.00
Operating Expenses	\$	5,000.00
Travel		
Contractual Services	\$	90,000.00
Other (indirects)		
Total	\$	100,000.00
Federal Funds	\$	100,000.00
Agency Match		
Total	\$	100,000.00

PROGRAM TASK DESCRIPTIONS

2012-2015 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 provides program input, direction, and involvement in the Safe Community program. The group is comprehensive and community-based, and 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 2009 was 81.1% and unbelted occupant fatality rates averaged almost 36.1%. 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 which support occupant protection strategies to increase the Statewide seat belt usage rate, reduce the number of unrestrained fatalities, and reduce the number of overall traffic fatalities.

Eleven RETACs, encompassing all 64 Colorado counties, work collaboratively with local level stakeholders and partners on challenges specific to the RETAC service area. Program activities include information distribution at health and safety fairs, seat belt observations and awareness activities conducted by local groups, awareness education and Child Passenger Safety fit-stations, and outreach to targeted groups including pick-up truck drivers, young male drivers and populations that historically have lower seat belt use rates.

Task Number 12-09-91-01
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

Motor vehicle crashes are the leading cause of death for teens in Colorado. Drivers between the ages of 15 and 20 are involved in fatal crashes at more than twice the rate of the rest of the population, and face the greatest risk of crashing during their first year of driving. One out of every five licensed 16-year olds will be involved in a vehicle crash.

The goals of this project are to reduce the fatalities and injuries to young drivers, and to increase the use of approved and appropriate child passenger safety seats. Activities and costs include: providing educational information at health and safety fairs; extensive media campaigns with educational information dissemination focusing on young drivers and child passenger safety; providing training on occupant protection to law enforcement, child care providers, parents and community members; conducting quarterly car seat check-points with fit stations; and offering a Graduated Drivers Licensing (GDL) Training for parents of students.

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-9. Reduce the number of drivers age 20 or younger involved in fatal crashes
- B-1. Observed seat belt use for passenger vehicles, front seat occupants

Evaluation Measure # of trainings, # of people trained.
Funding Source 402
Program Area OP – Occupant Protection

Cost Summary

Personal Services		27,243.00
Operating Expenses	\$	7,807.00
Travel	\$	2,950.00
Contractual Services		
Other (indirects)		
Total	\$	38,000.00
Federal Funds	\$	38,000.00
Agency Match	\$	9,500.00
Total	\$	47,500.00
Local Benefit	\$	38,000.00

Task Number 12-09-91-02
Program Name Occupant Protection Education and Training Mini-Grants
Contractor TBD
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. Funding will provide the coalitions with support and resources, through training and materials, to better execute and support statewide occupant protection, child passenger safety, motorcycle safety, and impaired driving prevention programs.

This project will support NHTSA and OTS traffic safety campaigns including: “Click It or Ticket” May mobilization, Impaired Driving National Enforcement Crackdown on Labor Day, rural and night-time “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 motorcyclist 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	\$	30,000.00
Operating Expenses		
Travel		
Contractual Services		
Other (indirects)		
Total	\$	30,000.00
Federal Funds	\$	30,000.00
Agency Match		
Total	\$	30,000.00
Local Benefit	\$	30,000.00

Task Number 12-09-91-03
Program Name Western Regional Occupant Safety Coalition
Contractor Western/ NW RETAC - Western Regional EMS Council, Inc.
Program Manager Chase

The Western Regional EMS Council, Inc.(WROSC) continues to endorse the multi-agency motor vehicle seat belt coalition working to increase restraint use and correct child passenger safety seat use in Delta, Gunnison, Hinsdale, Montrose, Ouray, and San Miguel counties. The WROSC will participate in enhanced enforcement events and special events, as well as marketing Child Passenger Safety fit-stations and the need for correct child passenger safety use. The coalition is comprised of representatives from the following agencies: Colorado State Patrol, police departments, fire protection districts, Sheriff’s departments, school districts, Health and Human Services departments, area hospitals and clinics, as well as local concerned citizens.

Activities and costs may include providing educational information, media campaigns, and training on occupant protection to law enforcement, child care providers, parents and community members; conducting car seat checks, fitting stations and distributing car and booster seats; offering GDL training to parents, students and law enforcement; and providing Certified CPS Technician Training.

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 programs implemented.
 Funding Source 402
 Program Area OP- Occupant Protection

Cost Summary

Personal Services	\$	44,194.00
Operating Expenses	\$	13,775.00
Travel	\$	3,893.00
Contractual Services	\$	3,138.00
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 12-09-91-04
Program Name Increasing Seat Belt Compliance
Contractor Northeast Colorado RETAC
Program Manager Rocke

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 rates among counties in Northeast Colorado RETAC, with specific focus on Weld, Logan, Morgan, and Larimer counties.

The Northeast Colorado RETAC, called the Northeast Regional EMS/Trauma Advisory Council, is a consortium of 9 counties’ EMS and Trauma services in Northeast Colorado, and includes Jackson, Larimer, Weld, Morgan, Logan, Washington, Phillips, Sedgwick, and Yuma Counties. Two representatives from each county in the region serve on the NCRETAC Board of Directors.

Activities and costs may include providing educational information, media campaigns, and training on occupant protection to law enforcement, child care providers, parents, and community members; conducting car seat checks, fitting stations and distributing car and booster seats; offering Graduated Drivers Licensing training to parents, students, and law enforcement; and providing Certified Child Passenger Safety Technician Training and implementing “Tailgate the Safety Way.”

Matching funds provided by grant recipient.

Task Number 12-09-91-04 Increasing Seat Belt Compliance (Continued)

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 programs implemented.
 Funding Source 402
 Program Area SA – Safe Communities

Cost Summary

Personal Services	\$	19,500.00
Operating Expenses	\$	5,000.00
Travel	\$	16,200.00
Contractual Services	\$	2,300.00
Other (indirects)		
Total	\$	43,000.00
Federal Funds	\$	43,000.00
Agency Match	\$	10,750.00
Total	\$	53,750.00
Local Benefit	\$	43,000.00

PROGRAM TASK DESCRIPTIONS

Safe Communities (Continued)

Task Number 12-09-91-05
Program Name Safe Communities for SECRETAC
Contractor Southeastern RETAC
Program Manager Guerrero

The Southeastern Colorado RETAC Counties of Baca, Bent, Crowley, Kiowa, Otero and Prowers are rated as having some of the lowest Occupant Protection usage rates in the State, according to the CDOT 2011 Problem ID. Bent County is rated the worst among these for unrestrained percent of injuries at 63%. 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 vehicle occupant fatalities in all seating positions in all six counties within the SECRETAC.

The multi-county coalition will consist of members from Colorado State Patrol, city police departments, Sheriff's offices, county Departments of Health and Human Services, fire protection districts, school districts, local drivers' education instructors, hospitals and EMS agencies across southeastern Colorado.

Activities and costs will include providing educational information, media campaigns, and training on occupant protection to law enforcement, child care providers, parents and community members; conducting car seat checks, fitting stations and distributing car and booster seats; offering GDL training to parents, students, and law enforcement; and providing Certified CPS Technician Training.

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 programs implemented.
Funding Source 402
Program Area SA - Safe Communities

Cost Summary

Personal Services	\$	4,140.00
Operating Expenses	\$	39,801.00
Travel	\$	6,059.00
Contractual Services		
Other (indirects)		
Total	\$	50,000.00
<hr/>		
Federal Funds	\$	50,000.00
Agency Match	\$	12,500.00
Total	\$	62,500.00
<hr/>		
Local Benefit	\$	50,000.00

Task Number 12-09-91-06
Program Name SECRETAC Occupant Protection
Contractor Southern RETAC
Program Manager Guerrero

The Southern Colorado RETAC has been identified as having low seat belt use in each of their five counties: Las Animas, Huerfano, Custer, Fremont, and Pueblo. Pueblo County is one of the most populous counties with below average seat belt use rates (76%, CDOT 2011 Problem ID). This project focuses on increasing seat belt use through education geared toward citizens of all ages by stressing the importance of seat belt use and the consequences of not buckling up.

The goal of this project is to see a measurable increase in seat belt use in each of the five counties by implementing community awareness campaigns such “Our County Clicks,” addressing occupant protection messages for adults, teens, and the community as a whole, and including Teen and Youth Safe Driving Campaigns to bring awareness and education to provide seatbelt and safety messages to students, staff, and parents.

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 programs implemented.
 Funding Source 402
 Program Area SA - Safe Communities

Cost Summary

Personal Services		
Operating Expenses	\$	13,180.00
Travel	\$	2,500.00
Contractual Services	\$	34,320.00
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 12-09-91-07
Program Name Southwest RETAC Occupant Protection
Contractor Southwest RETAC
Program Manager Erez

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%) in 2009. In the Southwest Region in 2010, there were 17 crash fatalities and 73 unrestrained injuries associated with those crashes recorded.

The goal of this project is to increase overall seatbelt usage among vehicle occupants in Southwestern Colorado, particularly focusing on populations who drive pickup trucks. The Southwestern coalition will include members from law enforcement, EMS, hospitals, fire departments, the Colorado Department of Health and Environment, faith-based organizations, judicial, tribal entities, colleges, government representation, chambers of commerce, and local entities. Activities and costs may include providing educational information, media campaigns, and training on occupant protection to law enforcement, child care providers, parents, and community members; conducting car seat checks, fitting stations, and distributing car and booster seats; offering GDL training to parents, students, and law enforcement; and providing Certified CPS Technician training.

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 programs implemented.
 Funding Source 402
 Program Area A – Safe Communities

Cost Summary

Personal Services		
Operating Expenses	\$	14,000.00
Travel	\$	1,000.00
Contractual Services	\$	35,000.00
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 12-09-91-08
Program Name Plains to Peak RETAC Occupant Protection
Contractor Plains to Peak RETAC
Program Manager Guerrero

Rural seat belt use in Kit Carson, Cheyenne, Lincoln, and Teller Counties is among the lowest in the State at 36%, 42%, 50%, and 49% respectively, according to data compiled in the September 2010 Drive Smart Colorado. Although El Paso County has one of the highest buckle-up rates in Colorado at 85%, the 2011 Problem ID reports that 25% of people injured in crashes in El Paso County were not wearing seatbelts.

This project will focus on increasing seat belt use through education geared towards citizens of all ages, by stressing the importance of seat belt use and the consequences of not buckling up. The goal of this project is to see a measurable increase in seat belt use in each of the five counties (Kit Carson, Cheyenne, Lincoln, El Paso, and Teller) and reduction in unrestrained fatalities.

The five County coalitions will have representation from local and state law enforcement, car dealers, insurance, schools/educators/administrators, public health departments, EMS, hospitals, community members and members of the RETAC.

Activities and costs will include providing educational information, media campaigns, and training on occupant protection to law enforcement, child care providers, parents, and community members; conducting car seat checks, fitting stations, and distributing car and booster seats; offering GDL training to parents, students and law enforcement; and providing Certified CPS Technician training. Other activities will include, “Saved by the Belt”, AARP’s “Driver Safety Program” and “Rules of the Road.”

Matching funds provided by grant recipient.

Task Number 12-09-91-08 Plains to Peak RETAC Occupant Protection (Continued)

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 programs implemented
Funding Source	402
Program Area	SA-Safe Communities

Cost Summary

Personal Services		
Operating Expenses	\$	13,180.00
Travel	\$	2,500.00
Contractual Services	\$	34,320.00
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 12-09-91-09
Program Name Occupant Protection Project
Contractor Mile-High RETAC
Program Manager Huddleston

Mile High RETAC encompasses the six counties of Adams, Arapahoe, Broomfield, Denver, Douglas, and Elbert. The primary focus for this funding is on the four counties that were identified as high risk in the 2010 Problem ID. The seat belt usage rates among teens in Adams County are 85%, in Arapahoe 85%, in Denver 78% and in Douglas with 86%.

This project will address the problem of low seat belt use rates by partnering with existing occupant protection programs; increasing awareness and education by participating in events; supporting the “Click It or Ticket” campaign; and 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.

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

Cost Summary

Personal Services		
Operating Expenses	\$	19,300.00
Travel	\$	700.00
Contractual Services	\$	30,000.00
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 12-09-91-10
Program Name Seat Belt Safety and Compliance
Contractor Central Mountain RETAC
Program Manager Erez

The Central Mountain RETAC serves six counties. This project will target Chaffee, Eagle, Park, and Summit Counties, with additional educational efforts shared with Lake and Pitkin Counties. In the last three years the target counties have had 60 motor vehicle fatalities, 30 of which were unbelted – a 50% unbelted fatality rate. In 2011, the Park County observational survey at a local high school revealed 36% of passengers were unrestrained. According to the CDOT Problem ID, Park has the 17th worst rate of injury and shows 32% of passengers were unrestrained.

The Central Mountain 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 a non-English-speaking service-working population. These three groups will be targeted using differing formats, and more accurate data will be obtained for each group.

This project will focus on young drivers under the age of 20. Some of the activities will include: coordinating distracted-driver campaigns at high schools, collecting pre/post observational surveys and distribution of bilingual materials to daycares, churches, parent groups, and local hospitals, specifically targeting Hispanic populations. The 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 service agencies to have their child passenger safety seats inspected and replaced as needed.

Matching funds provided by grant recipient.

Task Number 12-09-91-10 Seat Belt Safety and Compliance (Continued)

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 Increase seatbelt use by at least 5%.
 Funding Source 402
 Program Area SA – Safe Communities

Cost Summary

Personal Services		
Operating Expenses	\$	14,000.00
Travel	\$	1,000.00
Contractual Services	\$	35,000.00
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 12-09-91-11
Program Name Foothills RETAC Drive Smart Coalition
Contractor Foothills RETAC
Program Manager Erez

Foothills RETAC covers the counties of Boulder, Clear Creek, Gilpin, Grand, and Jefferson. 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. According to the CDOT 2011 Problem ID, the economic ramification due to vehicle crash hospitalizations and rate of death for ages 18-25 in the Foothills RETAC is nearly \$300 million.

The Foothills RETAC Coalition of local businesses, civic organizations, law enforcement, EMTS professionals, schools, and governmental agencies will address the problems stated above by focusing on reducing unsafe speeds, increasing seatbelt usage among teens, training technicians, and operating fitting stations in the area.

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 Increase seatbelt use by at least 5% at participating schools.
Funding Source 402
Program Area SA – Safe Communities

Cost Summary

Personal Services		
Operating Expenses	\$	14,000.00
Travel	\$	1,000.00
Contractual Services	\$	35,000.00
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 12-09-91-12
Program Name Increasing Seat Belt Compliance
Contractor San Luis Valley RETAC
Program Manager Erez

The San Luis Valley RETAC covers the counties of Alamosa, Conejos, Costilla, Mineral, Rio Grande, and Saguache. According to the CDOT Problem ID, the San Luis Valley Region had 18 crash fatalities in 2010. Within the six-county region, Costilla and Conejos Counties had the worst rate of unrestrained injuries at the 5th and 6th worst in the state. The rest of the counties in the region also showed high rates of fatal and unrestrained injury crashes records among the state’s 64 counties.

This project will address the problem of low seat belt usage rates by partnering with existing occupant protection programs. The coalition will work on increasing awareness and education among teen drivers, teen parents, pickup truck drivers, and Hispanics. It will participate in events, support the “Click It or Ticket” campaign, distribute materials, and develop occupant protection guidelines for businesses and agencies. It will also conduct child passenger safety events, distribute car seats, and maintain operation of fitting stations.

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 Increase seatbelt use by at least 5%.
Funding Source 402
Program Area SA – Safe Communities

Cost Summary

Personal Services		
Operating Expenses	\$	14,000.00
Travel	\$	1,000.00
Contractual Services	\$	35,000.00
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

PROGRAM TASK DESCRIPTIONS

2012-2015 Safety Education and
Enforcement Programs
Pedestrian and Bicycle Safety



PEDESTRIAN and BICYCLE SAFETY

In Colorado there were 37 pedestrian deaths in 2010, and pedestrian injury remains the fourth 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.

As more children are encouraged to walk 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, Arapahoe, and Adams County metro areas will be targeted for pedestrian safety educational programs.

Efforts and activities to increase Pedestrian Safety include:

- Implementing pedestrian safety educational programs at schools and other locations;
- Increasing the number of people reached through educational training classes.

Task Number 12-10-95-01
Program Name Stop Look Listen – Pedestrian Safety Program
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 that age group in elementary schools in Denver, Arapahoe, and Jefferson counties. The purpose of this project is to increase pedestrian safety through interactive classroom activities and presentations, and to increase parents’ knowledge about child pedestrian safety.

Activities and costs include conducting classroom presentations about child pedestrian safety; and creating parent education newsletters in English and Spanish that detail the potential injuries and possible death for children from pedestrian accidents.

Matching funds provided by grant recipient.

This project addresses measures:

C-10. 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	\$	8,000.00
Operating Expenses	\$	8,000.00
Travel		
Contractual Services	\$	5,000.00
Other (indirects)		
Total	\$	21,000.00
Federal Funds	\$	21,000.00
Agency Match	\$	5,250.00
Total	\$	26,250.00
Local Benefit	\$	21,000.00

Task Number 12-10-95-02
Program Name ThinkFirst - Using Your Mind to Protect Your Body
Contractor Vail Valley Medical Center
Program Manager Huddleston

Motor vehicle and bicycle crashes are the leading cause of preventable injuries and death in Colorado. While traffic injuries and fatalities have dropped across Colorado over the last decade, unrestrained individuals comprise 26 percent of all vehicle occupant injuries – a disturbing figure that points to a need for continued education on the proper use of seat belts and car/booster seats. “ThinkFirst” will strive to increase the percentage of those who always wear a seatbelt, whether driving or riding in a vehicle, as well as increasing the percentage of those who always wear a helmet while riding a bicycle.

This program will conduct activities that include school presentations, highly motivating speeches, as well as distributions of helmets targeting teens, younger children and their parents. “ThinkFirst” for kids and teens are comprehensive injury-prevention curricula that include seatbelt usage, GDL law, bicycle and pedestrian safety, and safety helmet usage.

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

Cost Summary

Personal Services	\$	22,000.00
Operating Expenses	\$	7,500.00
Travel	\$	2,000.00
Contractual Services	\$	1,500.00
Other (indirects)		
Total	\$	33,000.00
Federal Funds	\$	33,000.00
Agency Match	\$	8,250.00
Total	\$	41,250.00
Local Benefit	\$	33,000.00

PROGRAM TASK DESCRIPTIONS

2012-2015 Safety Education and
Enforcement Programs
Construction and Maintenance Cone Zones



MAINTENANCE CONE ZONES

To increase awareness and improve work zone safety, every summer beginning in June and continuing through September, the Colorado Department of Transportation (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, the 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 of Colorado highways do their part to make the cone zones safe for themselves as well as for 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.

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 and high-visibility, aggressive enforcement.

Task Number 17852.10.01
Program Name FY 12 OTS Maintenance Cone Zone Flex Funds
Contractor Colorado State Patrol
Program Manager Rocke

The goal of this project is to improve traffic safety on Colorado roadways by decreasing rural fatal and injury crash rates in Maintenance Cone Zone areas through high-visibility and aggressive enforcement.

The Colorado State Patrol will provide Troopers in the Maintenance Cone Zone areas to prevent impaired driving and to enforce impaired driving laws at these locations. CSP will also provide overtime hours when needed in order to participate at selected locations.

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 Reduce the # of fatal crashes in a cone zone area.
Funding Source FHWA Flex funds
Program Area FHWA Cone Zone

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	
Total	\$ 300,000.00



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(l)).

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 (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov 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 OMB guidance.

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

2012

For Fiscal Year

8-23-11

Date



NHTSA HSP FORM 217



U.S. Department of Transportation National Highway Traffic Safety Administration									
State: Colorado	Highway Safety Plan Cost Summary								
	2012-HSP-1								
	For Approval								
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-2012-11-97-01	P&A	\$0.00	\$180,000.00	\$0.00	\$180,000.00	\$180,000.00	\$0.00	\$0.00
			\$0.00	\$180,000.00	\$0.00	\$180,000.00	\$180,000.00	\$0.00	\$0.00
Alcohol									
	AL-2012-01-11-04	TSRP	\$0.00	\$36,250.00	\$0.00	\$145,000.00	\$145,000.00	\$140,000.00	
	AL-2012-01-11-10	DENVER SOBRIETY COURT	\$0.00	\$62,500.00	\$0.00	\$250,000.00	\$250,000.00	\$250,000.00	
	AL-2012-12-98-04	MEDIA PROGRAM SUPPORT-IMPAIRED DRIVING	\$0.00	\$0.00	\$0.00	\$77,000.00	\$77,000.00	\$0.00	
			\$0.00	\$98,750.00	\$0.00	\$472,000.00	\$472,000.00	\$390,000.00	
Motorcycle Safety									
	MC-2012-07-71-01	MOST	\$0.00	\$836,216.00	\$0.00	\$0.00	\$0.00	\$0.00	
	MC-2012-07-71-02	INCREASING MC SAFETY IN EL PASO COUNTY	\$0.00	\$15,000.00	\$0.00	\$60,000.00	\$60,000.00	\$60,000.00	
	MC-2012-07-71-03	JEFFCO MC RIDER SAFETY EDUCATION	\$0.00	\$8,710.00	\$0.00	\$34,825.00	\$34,825.00	\$34,825.00	
	MC-2012-07-71-04	OPERATION SAVE A LIFE	\$0.00	\$8,750.00	\$0.00	\$35,000.00	\$35,000.00	\$35,000.00	
			\$0.00	\$868,676.00	\$0.00	\$129,825.00	\$129,825.00	\$129,825.00	
Occupant Protection									
	OP-2012-06-61-01	SW COLO CHILD AND ADOLESCENT SAFETY	\$0.00	\$15,000.00	\$0.00	\$60,000.00	\$60,000.00	\$60,000.00	
	OP-2012-06-61-02	CPS TEAM COLORADO	\$0.00	\$43,750.00	\$0.00	\$175,000.00	\$175,000.00	\$175,000.00	
	OP-2012-06-61-03	TEEN MV SAFETY AND CPS PROJECT PHASE 3	\$0.00	\$9,000.00	\$0.00	\$36,000.00	\$36,000.00	\$36,000.00	
	OP-2012-06-61-04	TRAFFIC SAFETY INITIATIVES MINI GRANTS	\$0.00	\$0.00	\$0.00	\$50,000.00	\$50,000.00	\$50,000.00	
	OP-2012-06-61-05	AFRICAN AMERICAN OCCUPANT PROTECTION PROGRAM	\$0.00	\$18,750.00	\$0.00	\$75,000.00	\$75,000.00	\$75,000.00	
	OP-2012-06-61-06	BUCKLE UP FOR LOVE	\$0.00	\$8,250.00	\$0.00	\$33,000.00	\$33,000.00	\$33,000.00	
	OP-2012-06-61-07	SAVE A FRIEND SAVE YOURSELF	\$0.00	\$6,750.00	\$0.00	\$27,000.00	\$27,000.00	\$27,000.00	

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	OP-2012-06-61-08	OP TECH TRANSFER	\$0.00	\$0.00	\$0.00	\$10,000.00	\$10,000.00	\$0.00	\$0.00
	OP-2012-06-61-09	LATINO COMMUNITY SEAT BELT SAFETY PROGRA	\$0.00	\$12,250.00	\$0.00	\$49,000.00	\$49,000.00	\$49,000.00	\$49,000.00
	OP-2012-06-61-10	TEEN MV AND DISTRACTED DRIVING	\$0.00	\$10,750.00	\$0.00	\$43,000.00	\$43,000.00	\$43,000.00	\$43,000.00
	OP-2012-06-61-11	CLICK IT OR TICKET	\$0.00	\$150,000.00	\$0.00	\$400,000.00	\$400,000.00	\$400,000.00	\$400,000.00
	OP-2012-06-61-12	CIOT LOCAL LAW ENFORCEMENT	\$0.00	\$0.00	\$0.00	\$300,000.00	\$300,000.00	\$300,000.00	\$300,000.00
	OP-2012-06-61-13	AURORA P.A.R.T.Y.	\$0.00	\$4,250.00	\$0.00	\$16,925.00	\$16,925.00	\$16,925.00	\$16,925.00
	OP-2012-06-61-14	OP MINI GRANTS	\$0.00	\$0.00	\$0.00	\$60,000.00	\$60,000.00	\$60,000.00	\$60,000.00
	OP-2012-06-61-15	FOOTHILLS SCHOOL-BASED TEEN DRIVER SAFET	\$0.00	\$13,295.00	\$0.00	\$53,170.00	\$53,170.00	\$53,170.00	\$53,170.00
	OP-2012-06-61-16	SAFE KIDS LARIMER COUNTY CPS PROGRAM	\$0.00	\$13,000.00	\$0.00	\$52,000.00	\$52,000.00	\$52,000.00	\$52,000.00
	OP-2012-06-61-17	SEAT BELT SURVEY	\$0.00	\$0.00	\$0.00	\$250,000.00	\$250,000.00	\$250,000.00	\$0.00
	OP-2012-06-61-18	DENVER'S DISTRACTED DRIVING ENFORCEMENT	\$0.00	\$9,900.00	\$0.00	\$39,584.00	\$39,584.00	\$39,584.00	\$39,584.00
	OP-2012-06-61-19	TEEN MV SAFETY PROJECT	\$0.00	\$7,925.00	\$0.00	\$31,700.00	\$31,700.00	\$31,700.00	\$31,700.00
	OP-2012-06-61-20	CPS PROGRAM EXPANSION TO THE UNDERSERVED	\$0.00	\$11,250.00	\$0.00	\$45,000.00	\$45,000.00	\$45,000.00	\$45,000.00
	OP-2012-06-61-21	TEEN TRAFFIC CAMPAIGN	\$0.00	\$11,250.00	\$0.00	\$45,000.00	\$45,000.00	\$45,000.00	\$45,000.00
	OP-2012-06-61-22	SEAT BELT CORTEZ	\$0.00	\$2,500.00	\$0.00	\$10,000.00	\$10,000.00	\$10,000.00	\$10,000.00
	OP-2012-06-61-23	THE CHILDREN'S HOSPITAL CPS PROJECT	\$0.00	\$5,000.00	\$0.00	\$20,000.00	\$20,000.00	\$20,000.00	\$20,000.00
	OP-2012-06-61-24	CPS PROGRAM	\$0.00	\$5,000.00	\$0.00	\$20,000.00	\$20,000.00	\$20,000.00	\$20,000.00
	OP-2012-06-61-25	SEAT BELTS 101	\$0.00	\$8,750.00	\$0.00	\$35,000.00	\$35,000.00	\$35,000.00	\$35,000.00
	OP-2012-12-98-02	OCCUPANT PROTECTION PROGRAM SUPPORT	\$0.00	\$0.00	\$0.00	\$240,000.00	\$240,000.00	\$240,000.00	\$0.00
	OP-2012-12-98-05	MEDIA PROGRAM SUPPORT-OP	\$0.00	\$0.00	\$0.00	\$73,000.00	\$73,000.00	\$73,000.00	\$0.00
	Occupant Protection Total		\$0.00	\$366,620.00	\$0.00	\$2,249,379.00	\$2,249,379.00	\$1,676,379.00	
Pedestrian/Bicycle Safety									
	PS-2012-10-95-01	STOP-LOOK-LISTEN	\$0.00	\$5,250.00	\$0.00	\$21,000.00	\$21,000.00	\$21,000.00	\$21,000.00
	PS-2012-10-95-02	THINKFIRST	\$0.00	\$8,250.00	\$0.00	\$33,000.00	\$33,000.00	\$33,000.00	\$8,250.00

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Pedestrian/Bicycle Safety Total									
Police Traffic Services									
	PT-2012-01-11-13	LEC	\$0.00	\$0.00	\$0.00	\$80,000.00	\$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	\$80,000.00
Traffic Records									
	TR-2012-04-41-01	PROBLEM ID	\$0.00	\$0.00	\$0.00	\$95,000.00	\$95,000.00	\$0.00	\$0.00
	TR-2012-04-41-02	ANNUAL REPORT/ OTS PUBLICATIONS	\$0.00	\$0.00	\$0.00	\$35,000.00	\$35,000.00	\$0.00	\$0.00
Traffic Records Total			\$0.00	\$0.00	\$0.00	\$130,000.00	\$130,000.00	\$0.00	\$0.00
Safe Communities									
	SA-2012-09-91-01	R.I.P. E.A.T.S.	\$0.00	\$9,500.00	\$0.00	\$38,000.00	\$38,000.00	\$38,000.00	\$38,000.00
	SA-2012-09-91-02	OP EDUCATION	\$0.00	\$0.00	\$0.00	\$30,000.00	\$30,000.00	\$30,000.00	\$30,000.00
	SA-2012-09-91-03	WESTERN REGIONAL OCCUPANT SAFETY COALITI	\$0.00	\$16,250.00	\$0.00	\$65,000.00	\$65,000.00	\$65,000.00	\$65,000.00
	SA-2012-09-91-04	INCREASING SEAT BELT COMPLIANCE	\$0.00	\$10,750.00	\$0.00	\$43,000.00	\$43,000.00	\$43,000.00	\$43,000.00
	SA-2012-09-91-05	SAFE COMMUNITIES FOR SECRETAC	\$0.00	\$12,500.00	\$0.00	\$50,000.00	\$50,000.00	\$50,000.00	\$50,000.00
	SA-2012-09-91-06	SOUTHERN CO RETCA OCCUPANT PROTECTION	\$0.00	\$12,500.00	\$0.00	\$50,000.00	\$50,000.00	\$50,000.00	\$50,000.00
	SA-2012-09-91-07	SOUTHWEST RETAC OCCUPANT PROTECTION	\$0.00	\$12,500.00	\$0.00	\$50,000.00	\$50,000.00	\$50,000.00	\$50,000.00
	SA-2012-09-91-08	PLAINS TO PEAKS RETAC OCCUPANT PROTECTIO	\$0.00	\$12,500.00	\$0.00	\$50,000.00	\$50,000.00	\$50,000.00	\$50,000.00
	SA-2012-09-91-09	MILE-HIGH RETAC OCCUPANT PROTECTION	\$0.00	\$12,500.00	\$0.00	\$50,000.00	\$50,000.00	\$50,000.00	\$50,000.00
	SA-2012-09-91-10	SEAT BELT SAFETY AND COMPLIANCE	\$0.00	\$12,500.00	\$0.00	\$50,000.00	\$50,000.00	\$50,000.00	\$50,000.00
	SA-2012-09-91-11	FOOTHILLS RETAC DRIVE SMART COALITION	\$0.00	\$12,500.00	\$0.00	\$50,000.00	\$50,000.00	\$50,000.00	\$50,000.00
	SA-2012-09-91-12	INCREASING SEAT BELT COMPLIANCE	\$0.00	\$12,500.00	\$0.00	\$50,000.00	\$50,000.00	\$50,000.00	\$50,000.00
Safe Communities Total			\$0.00	\$136,500.00	\$0.00	\$576,000.00	\$576,000.00	\$576,000.00	\$576,000.00
Speed Enforcement									
	SE-2012-02-21-01	FOCUSED SPEED ENFORCEMENT	\$0.00	\$24,500.00	\$0.00	\$98,000.00	\$98,000.00	\$98,000.00	\$98,000.00

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	SE-2012-02-21-02	AURORA HIGHWAY SAFETY CAMPAIGN	\$0.00	\$15,000.00	\$0.00	\$60,000.00	\$60,000.00	\$60,000.00	\$60,000.00
	SE-2012-02-21-03	LIDAR	\$0.00	\$18,750.00	\$0.00	\$75,000.00	\$75,000.00	\$75,000.00	\$75,000.00
	SE-2012-02-21-04	SPEED MINI GRANT PROGRAM	\$0.00	\$6,250.00	\$0.00	\$25,000.00	\$25,000.00	\$25,000.00	\$0.00
	Speed Enforcement Total		\$0.00	\$64,500.00	\$0.00	\$258,000.00	\$258,000.00	\$233,000.00	
Paid Advertising									
	PM-2012-08-81-05	CLICK IT OR TICKET & SEAT BELTS-PR/ EVAL	\$0.00	\$0.00	\$0.00	\$150,000.00	\$150,000.00	\$0.00	\$0.00
	PM-2012-08-81-06	CLICK IT OR TICKET & SEAT BELTS-PAID MED	\$0.00	\$0.00	\$0.00	\$250,000.00	\$250,000.00	\$0.00	\$0.00
	PM-2012-08-81-07	CLICK IT OR TICKET-HISPANIC	\$0.00	\$0.00	\$0.00	\$55,000.00	\$55,000.00	\$0.00	\$0.00
	PM-2012-08-81-08	TEEN DRIVING AND GDL	\$0.00	\$0.00	\$0.00	\$100,000.00	\$100,000.00	\$0.00	\$0.00
	PM-2012-08-81-09	CHILD PASSENGER SAFETY	\$0.00	\$0.00	\$0.00	\$85,000.00	\$85,000.00	\$0.00	\$0.00
	PM-2012-08-81-10	CONE ZONE	\$0.00	\$0.00	\$0.00	\$85,000.00	\$85,000.00	\$0.00	\$0.00
	PM-2012-08-81-11	DISTRACTED DRIVING	\$0.00	\$0.00	\$0.00	\$100,000.00	\$100,000.00	\$0.00	\$0.00
	Paid Advertising Total		\$0.00	\$0.00	\$0.00	\$825,000.00	\$825,000.00	\$0.00	\$0.00
	NHTSA 402 Total		\$0.00	\$1,728,546.00	\$0.00	\$4,954,204.00	\$4,954,204.00	\$3,114,454.00	
408 Data Program SAFETEA-LU									
	K9-2012-04-41-03	ENHANCING EMS AND TRDS	\$0.00	\$33,993.00	\$0.00	\$97,700.00	\$97,700.00	\$0.00	\$0.00
	K9-2012-04-41-04	TRAFFIC RECORDS TECH TRANSFER	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$0.00	\$0.00
	K9-2012-12-98-03	TRAFFIC RECORDS PROGRAM SUPPORT	\$0.00	\$49,000.00	\$0.00	\$120,000.00	\$120,000.00	\$0.00	\$0.00
	408 Data Program Incentive Total		\$0.00	\$82,993.00	\$0.00	\$222,700.00	\$222,700.00	\$0.00	\$0.00
410 Alcohol SAFETEA-LU									
	K8-2012-01-11-01	DRE/ SFST ENFORCEMENT TRAINING	\$0.00	\$30,000.00	\$0.00	\$30,000.00	\$30,000.00	\$0.00	\$0.00
	K8-2012-01-11-02	INTERAGENCY TASK FORCE DRUNK DRIVING	\$0.00	\$35,000.00	\$0.00	\$35,000.00	\$35,000.00	\$0.00	\$0.00
	K8-2012-01-11-03	SUPPORT FOR DUI COURTS	\$0.00	\$250,000.00	\$0.00	\$250,000.00	\$250,000.00	\$0.00	\$0.00

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	K8-2012-01-11-05	COLORADO EBAT ENHANCEMENT	\$0.00	\$250,000.00	\$0.00	\$250,000.00	\$250,000.00	\$0.00	
	K8-2012-01-11-06	MADD CO UNDERAGE DRINKING PREVENTION	\$0.00	\$82,202.00	\$0.00	\$82,202.00	\$82,202.00	\$0.00	
	K8-2012-01-11-07	DUI REDUCTION AND PREVENTION	\$0.00	\$50,000.00	\$0.00	\$50,000.00	\$50,000.00	\$0.00	
	K8-2012-01-11-08	DRE/ ID TECH TRANSFER	\$0.00	\$0.00	\$0.00	\$20,000.00	\$20,000.00	\$0.00	
	K8-2012-01-11-09	IMPAIRED DRIVING ENFORCEMENT	\$0.00	\$400,000.00	\$0.00	\$400,000.00	\$400,000.00	\$0.00	
	K8-2012-01-11-11	EVIDENTIARY BLOOD(BREATH) ALCOHOL TESTIN	\$0.00	\$800,000.00	\$0.00	\$0.00	\$0.00	\$0.00	
	K8-2012-01-11-12	DUI ADMINISTRATION	\$0.00	\$2,146,000.00	\$0.00	\$0.00	\$0.00	\$0.00	
	K8-2012-01-11-14	ENHANCED DRUNK DRIVING ENFORCEMENT HUTF	\$0.00	\$1,060,169.00	\$0.00	\$0.00	\$0.00	\$0.00	
	K8-2012-01-11-15	SMART ROADS	\$0.00	\$50,000.00	\$0.00	\$50,000.00	\$50,000.00	\$0.00	
	K8-2012-01-11-16	IMPAIRED DRIVING PREVENTION PROGRAMS	\$0.00	\$18,000.00	\$0.00	\$18,000.00	\$18,000.00	\$0.00	
	K8-2012-01-11-17	HIGH VISIBILITY IMPAIRED DRIVING ENFORCE	\$0.00	\$1,000,000.00	\$0.00	\$0.00	\$0.00	\$0.00	
	K8-2012-12-98-01	IMPAIRED DRIVING PROGRAM SUPPORT	\$0.00	\$0.00	\$0.00	\$180,000.00	\$180,000.00	\$0.00	
	410 Alcohol SAFETEA-LU Total		\$0.00	\$6,171,371.00	\$0.00	\$1,365,202.00	\$1,365,202.00	\$0.00	
	410 Alcohol SAFETEA-LU Paid Media								
	K8PM-2012-08-81-01	HIGH-VISIBILITY DUI ENFORCEMENT PR/ EVAL	\$0.00	\$0.00	\$0.00	\$275,000.00	\$275,000.00	\$0.00	
	K8PM-2012-08-81-02	HIGH-VISIBILITY DUI ENFORCEMENT PAID MED	\$0.00	\$0.00	\$0.00	\$300,000.00	\$300,000.00	\$0.00	
	K8PM-2012-08-81-03	HIGH-VISIBILITY DUI ENFORCEMENT-LATINO &	\$0.00	\$0.00	\$0.00	\$75,000.00	\$75,000.00	\$0.00	
	410 Alcohol SAFETEA-LU Paid Media Total		\$0.00	\$0.00	\$0.00	\$650,000.00	\$650,000.00	\$0.00	
	410 Alcohol SAFETEA-LU Total		\$0.00	\$6,171,371.00	\$0.00	\$2,015,202.00	\$2,015,202.00	\$0.00	
	2010 Motorcycle Safety								
	K6-2012-08-81-04	MOTORCYCLE SAFETY	\$0.00	\$0.00	\$0.00	\$101,000.00	\$101,000.00	\$0.00	
	2010 Motorcycle Safety Incentive Total		\$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	
	NHTSA Total		\$0.00	\$7,982,910.00	\$0.00	\$7,293,106.00	\$7,293,106.00	\$3,114,454.00	

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	Total		\$0.00	\$7,982,910.00	\$0.00	\$7,293,106.00	\$7,293,106.00	\$3,114,454.00	

For more information, please contact:

Mike Nugent
Director
Office of Transportation Safety
Colorado Department of Transportation
4201 East Arkansas Avenue, 3rd Floor
Denver, CO 80222
Phone: 303-757-9465
Email: mike.nugent@dot.state.co.us
Fax: 303-757-9656

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Report prepared by:

Action Staffing Solutions, 1409 West 29th Street, Loveland, CO 80538
970-667-4202

Wolfe Unlimited, LLC, Technical and Creative Writing
1015 Cottonwood Drive, Windsor, CO 80550
970-689-1980

125 Design Group, PO Box 447, 32450 Highway 257, Windsor, CO 80550 970-686-1093

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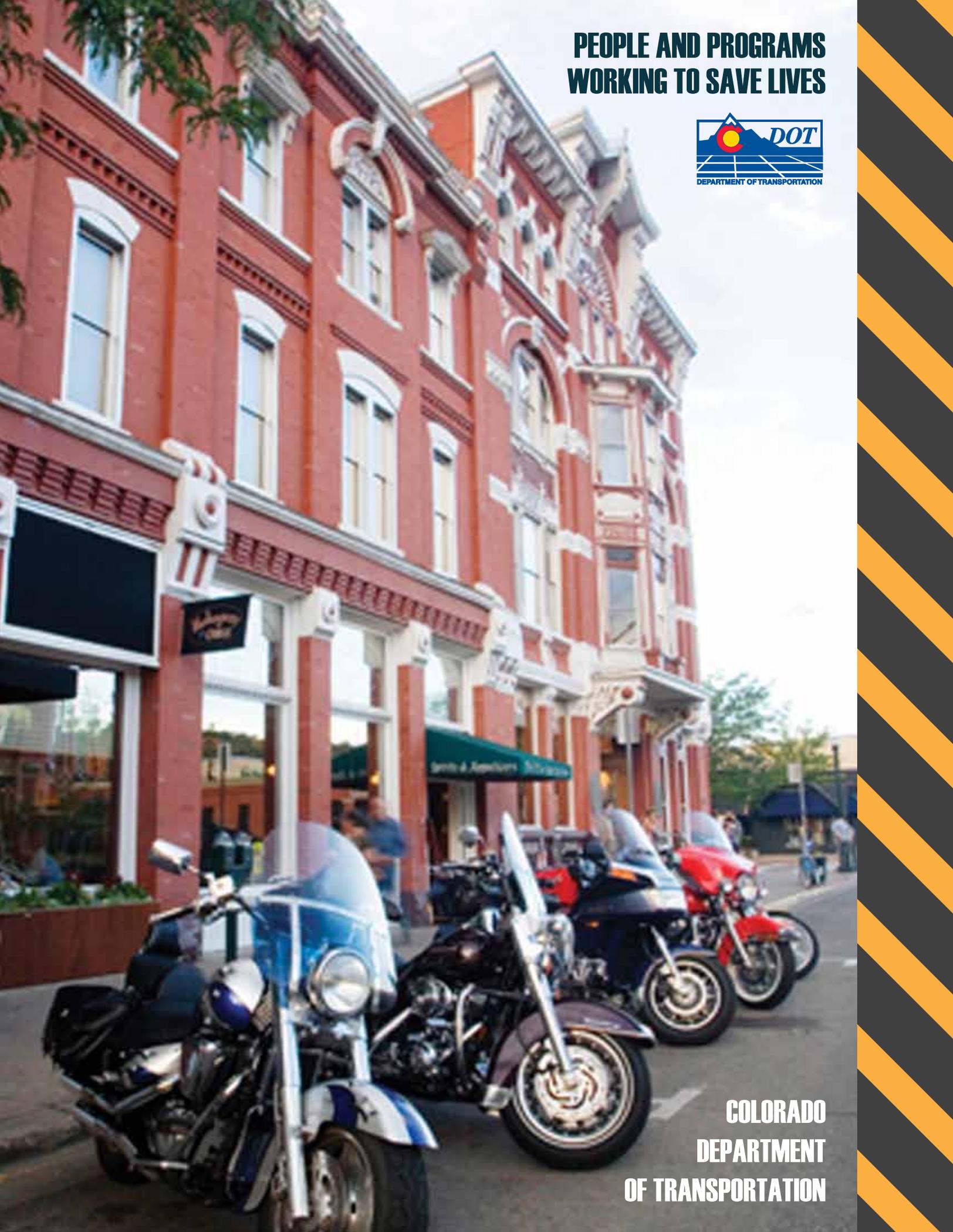
Steve Wolfe, Lorrie Wolfe, Aaron Wolfe, for Wolfe Unlimited, LLC
Sally Pearce, Glenn Patterson and others for Colorado Scenic and Historic Byways/CDOT
CDOT Public Relations Office
National Highway Transportation Safety Administration
Colorado Tourism Office

Cover photos:

Matt Inden, Weaver Multimedia Group, for the Colorado Tourism Office



PEOPLE AND PROGRAMS WORKING TO SAVE LIVES



**COLORADO
DEPARTMENT
OF TRANSPORTATION**

