



COLORADO

INTEGRATED

SAFETY

PLAN

2006-2008

August 31st, 2005



COLORADO INTEGRATED SAFETY PLAN 2006 - 2008



COLORADO

INTEGRATED

SAFETY

PLAN

2006-2008

August 31st, 2005

Message from the Colorado Department of Transportation's Executive Director



The past two decades have witnessed significant reductions in the number of people killed and injured in traffic crashes on Colorado highways. This has been a result of safer vehicles, fundamental changes in driver behavior and better, safer highways being built and maintained in the state. Traffic crashes nonetheless continue to be a leading cause of death and injury in Colorado.

It is the Mission of the Safety Program at the Colorado Department of Transportation to further lessen these social and economic costs by continuing to provide safety programs designed to reduce the number and severity of traffic crashes.

Over the past twenty years the Colorado Department of Transportation has made significant strides. We have expanded our safety partnerships, focused attention on crash and injury prevention, and provided tools for safety advocates to take responsibility and work with us. We are and will continue to work closely with local governments, businesses, and safety advocates to educate the public - thus facilitating safer travel in Colorado.

We are pleased to issue our fourth comprehensive strategic plan for transportation safety entitled the "Colorado Integrated Safety Plan 2006-2008".

This plan identifies where we have been and where we are going in our efforts to reduce the tragedy on Colorado's highways. Our focus is now on all three factors that contribute to motor vehicle crashes - the people involved, the vehicles, and the roadway environment. Transportation safety goals and objectives are identified and strategies to achieve these goals and objectives are presented along with specific projects and funding to implement the strategies.

The development of these strategies and the selection of projects was done in partnership with many individuals both inside and outside of CDOT. I want to acknowledge and thank them for their contributions.

We remain committed to being a leader in the nation in developing innovative and effective safety programs.

We will continue to work with all of our partners to bring about the necessary changes needed to reduce death and injuries in Colorado.

A handwritten signature in black ink that reads "Thomas E. Norton". The signature is written in a cursive, flowing style.

Thomas E. Norton

Table of Contents

INTRODUCTION	1
MISSION, GOALS, AND OBJECTIVES	2
THE PROBLEM STATEMENT	2
• Actual and Projected Annual Fatalities Graph.....	2
• Impaired Driving Programs.....	3
• Occupant Protection Programs.....	3
• Demographic Trends.....	3
MANAGEMENT	4
• Traffic Records Information.....	5
• Safety Partnerships	5
• Core Safety Strategies	6
• Training and Technical Assistance.....	7
FORECASTS	8
• Forecasting Methods.....	8
• Key Safety Investment Areas	8
CRITICAL INVESTMENT AREAS	12
• Roadway Environment.....	12
• Driver	20
• Other Vehicle Safety.....	26
ACCOUNTABILITY	30
• CDOT's 17 Performance Measures	30
APPENDIX A: FINANCIAL PROGRAMS.....	35
• 2006 Financial Program	37
• 2007 Financial Program	41
• 2008 Financial Program	44
APPENDIX B: PROGRAM TASK DESCRIPTIONS.....	47
• Roadway Traffic Safety Projects	
○ Federal Hazard Elimination.....	49
○ Hot Spot Program	67
○ Traffic Signals Program	75
○ Safety Resurfacing Program.....	83
• Safety Education and Enforcement Program	
○ Planning and Administration	89
○ Impaired Driving Programs.....	99
○ Occupant Protection Programs.....	129
○ Traffic Records.....	157
○ Roadway Safety	167
○ Public Information	177
○ Cone Zone	187
• Rockfall (2006 – 2008)	193
• Rail Crossing Protection Program (2006 – 2008).....	197
APPENDIX C: CERTIFICATION AND ASSURANCES.....	209
APPENDIX D: NHTSA HSP FORM 217	219



Colorado Department of Transportation

INTRODUCTION: This integrated safety plan has been developed to implement strategies that have been identified as most likely to reduce traffic crashes in Colorado. It contains both strategic and action elements. Goals and objectives are included along with a number of specific performance measures.

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

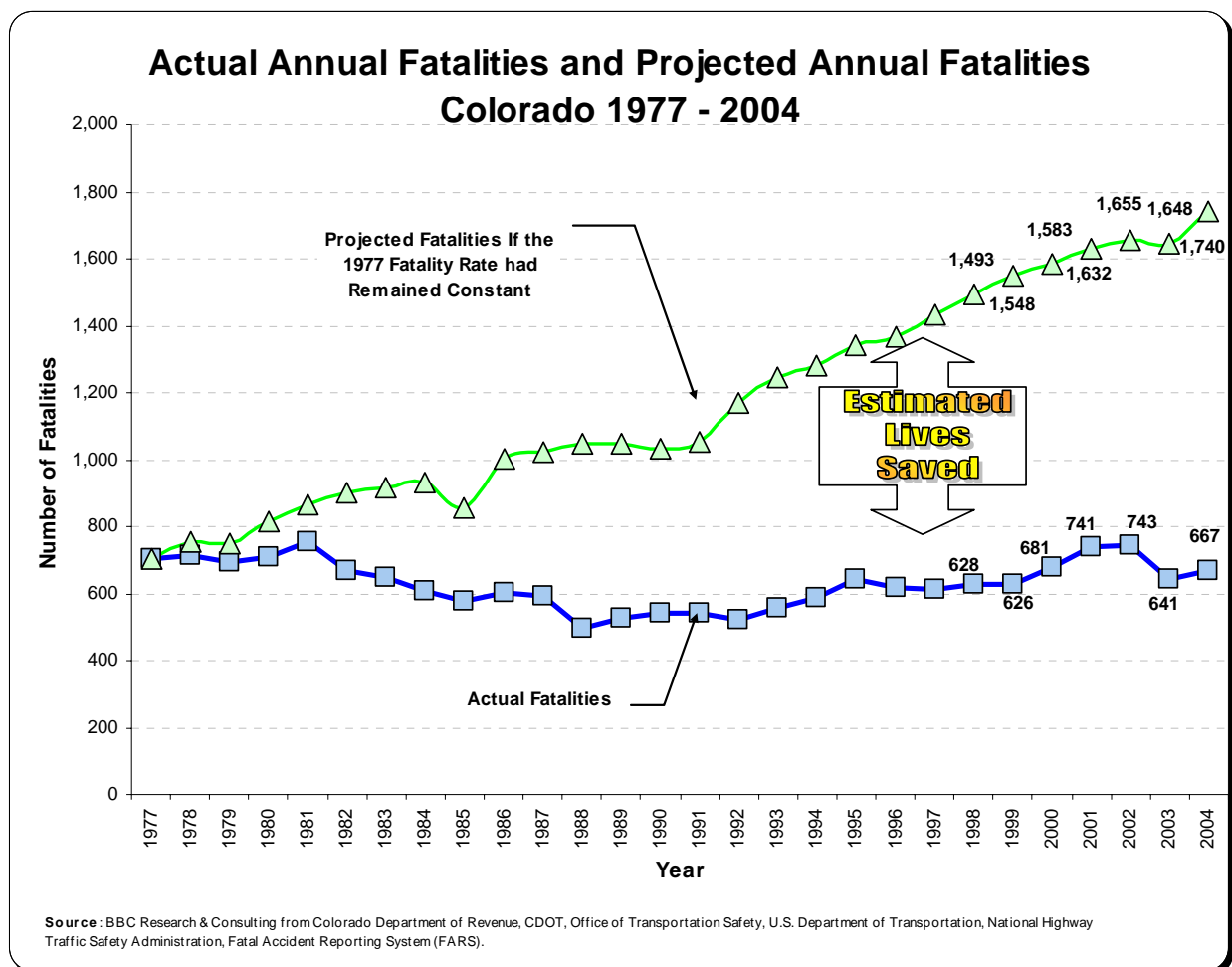
Traditional roles may change and broaden as a result of this integrated strategic plan and non-traditional sources of funding for program activities may be identified and pursued as part of future action plans. In the traditional approach, these action plans could be comprehensive and address all three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

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

MISSION, GOALS, AND OBJECTIVES: The mission of the Safety and Traffic Engineering Programs at CDOT 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 fatal crash rate per 100 million vehicle miles to 1.00 by 2008 and maintain 1.00 through 2010.
- Reduce the injury crash rate per 100 million vehicle miles to 67.5 by 2008 and 65.3 by 2010.
- Increase seat belt usage to 82.5% by 2005 and 85.0% by 2010.
- Reduce alcohol related fatal crashes as a percentage of all fatal crashes to 29.5% by 2008 and 29.0% by 2010.

THE PROBLEM STATEMENT: Reducing the number of motor vehicle crashes, fatalities, injuries, and the associated social and economic losses resulting from these crashes is a crucial part of the mission of the Safety Programs at the CDOT. In more than 20 years significant progress has been made. In 1977, Colorado had 3.8 fatalities per 100 million vehicle miles of travel. By the year 2004 this had declined to 1.30. If the 1977 fatality rate had remained unchanged, 1,740 persons would have died in the year 2004 compared to the actual number of 667. From 1997 to 2004, over 15,000 lives have been saved.



Much of this success is due to the passage of important traffic safety legislation particularly those statutes which address the impaired driver. Many administrative actions which solve specific problems have been implemented. Grass roots organizations such as Mothers Against Drunk Driving have had a significant impact. Public information programs have served to raise the awareness of the public to the risks of driving and their responsibilities as drivers. The federal highway safety program itself has been instrumental in these improvements in terms of addressing driver behavior issues but also, significantly, in improvements to both vehicles and the roadway environment. The National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) have provided leadership to the states as each worked to improve traffic safety.

In spite of the successes, problems remain. In Colorado the most serious continue to be impaired driving, the lack of use of occupant protection devices, the young driver, and the various dangerous driver actions which have become known as aggressive driving. Problems occurring as a result of the roadway environment continue. In urban areas rear-end, approach turns, and broadside crashes are most prevalent while in the rural areas hitting fixed objects or overturning continue to be problems. Issues surrounding the safety of motorcycles and commercial vehicles continue to be of concern.

Colorado has been very proactive in passing needed transportation safety legislation and implementing administrative rules and regulations. For example, .08 BAC legislation and Open Container were signed into law by Governor Bill Owens in 2004 and 2005. However, occupant protection laws have the potential for primary seat belt legislation in the future. Statewide programs, particularly enforcement and education programs, which are successful, should be continued. However, there remains a high-risk group of drivers and other vehicle occupants, which must be more specifically targeted with programs and messages about traffic safety. To address these groups and to allow the strategic targeting of resources, during FY 1998, CDOT began a program of market research to try to better understand the attitudes, beliefs and values of these groups. This is part of CDOT's ongoing problem analysis process, which drives the development, and implementation of traffic safety programs.

Impaired Driving Programs: In 1980, 54 percent of the fatal crashes in Colorado were alcohol-related. In 2004, the percentage dropped to 35.9 from 40.9 in 2003. Although significant progress has been made, underage drinking and driving is still a problem given Colorado's zero tolerance law. Residents of certain geographical areas of the state are also over represented. These areas include municipalities of Denver, Pueblo, Lakewood, Colorado Springs, Greeley, Westminster, and Arvada, and counties of Pueblo, Adams, Weld, Arapahoe and El Paso.

Occupant Protection Programs: Overall occupant protection usage by adult occupants of vehicles has increased substantially from 50% in 1990 to 79.3% in 2004. Car seat use has increased substantially from 79% in 1997 to 83.4% in 2004. Seat belt usage for children age 5 to 15 has also increased from 48.8% in 1997 to 69.3% in 2004. Seat belt programs strategically targeted to high risk populations including children and teens are essential to continue moving the usage rate up. Once again, residents of certain geographical areas have lower belt use than the state as a whole including the cities of Loveland, Thornton, Longmont, Lakewood, Pueblo and Arvada and Saguache, Costilla, Conejos, and counties along the West Slope and Eastern Plains.

Demographic Trends: Across the United States and in Colorado increasing demands are being put on all transportation systems and modes. The population is growing in general. The driving population is growing and aging. Colorado has a disproportionate share of the population in the "baby boomer" age group, the first of which will turn 65 in 2010.

The 2000 census reported that Colorado's population has grown to 4,301,261 people. By 2020, it is estimated the Colorado population will be 5,500,000. Congestion on the highway system, with the resulting driver frustration, will continue to be a problem into the foreseeable future.

The tremendous growth along the Front Range has been well documented, 30% from 1990 to 2000. Douglas and Weld County continue to be two of the fastest growing counties in the state as well as the nation. However, there has been significant growth in other parts of the state particularly the Western Slope and the Central Mountains which grew, respectively, by 38.7% and 41.7% from 1990 to 2000. These trends could add pressure to the competing demands for resources between urban and rural Colorado.

Vehicle registrations are up dramatically. Vehicle miles of travel grew by 33% between 1993 and 2002. The often-competing demands for mobility and safety are providing challenges throughout the country.

As Colorado's population grows over the next few years and the extensive reconstruction of the highway network to which the Governor, the Transportation Commission and the voters of Colorado have committed continues, significant additional demands will be put on the transportation system.

During FY 2004, CDOT updated this research. The results along with an in-depth analysis of highway safety problems in Colorado can be found in the 2005 Problem Identification: Colorado Traffic Safety Problems and Opportunities. Some of the key findings include:

Residence of Driver: Examining crashes solely by where they occur, while very useful for developing enforcement and engineering countermeasures, has limited value when developing long term programs which address human behavior. For example, over half the drivers involved in crashes in Denver live outside the city. The same is true for Douglas, Elbert, Park, and other counties. Non-residents comprise over 75 percent of the crashes in some rural counties such as Jackson, Kiowa, and Mineral. The difference between crash location and driver residence points to the value of analyzing drivers in crashes by their home residence. It also suggests that a local community's programs to improve the driving behavior of its residents can make driving safer throughout the state.

Age and Traffic Crashes: Sixteen year olds are 3.5 times more likely to be involved in a crash than average. Drivers over the age of 70 are involved in 50 percent fewer crashes than expected. The age group 21-34 continues to be over represented in both total crashes and alcohol related crashes. In 2004, cities with the highest percentages of young drivers in injury crashes were Loveland, Pueblo, Longmont, Colorado Springs, Arvada and Aurora.

MANAGEMENT: The enormity of the problem we face, despite our continuing efforts and recent progress and successes, is huge. The range of program priorities and initiatives are broad and resources are limited. In a field of increasing sophistication and complexity, there are a variety of priorities and countermeasure strategies and a range of highway safety problems to face with our partners. The goal is to work cooperatively to craft an effective, well-managed safety and traffic engineering programs that are designed to improve safety in Colorado, using sound data, analysis, and program experience.

Two major areas of management responsibility are targeted for significant investments;

- The availability of data and information for problem identification, decision making and evaluation of performance will be assured.
- Training to be provided to ensure a trained and professional staff, and technical support will be provided to all our partners internally and externally.

Traffic Records Information: Timely, accurate and reliable information is critical to making decisions and effectively managing transportation safety programs. Problem identification, efficient allocation of resources and the measurement of results all depend on the availability of data and information. Understanding and using information to the greatest advantage is one of the most important challenges facing safety program managers.

In 2004, CDOT underwent a Traffic Records Assessment in cooperation with the NHTSA and the FHWA along with many other state and local organizations to improve highway safety information systems. The recommendations contained in the Traffic Records Assessment will be used to guide the development of a strategic plan for information management and for the management of safety and traffic engineering initiatives. A number of the recommendations are part of the requirements for receiving funding under the SAFETEA-LU (Safe, Accountable and Efficient Transportation Equity Act – A Legacy for Users) traffic records incentive grant program.

Key Strategies:

- **Where appropriate adopt the recommendations contained in the 2004 Traffic Records Assessment for the development and management of safety and traffic information systems in Colorado.**
- **Continue to coordinate upgrades and changes in the traffic records information system through the State Traffic Records Advisory Committee which is comprised of representatives from all state agencies and many local agencies which have responsibility for the collection, maintenance and dissemination of traffic safety data.**
- **Establish common standards to ensure the compatibility of systems and comparability of data.**
- **Provide managers and users of highway safety information with the resources needed to make the most effective use of the data.**
- **Ensure the expeditious and accurate transfer of data among state and local jurisdictions.**

In order to develop effective transportation safety programs, comprehensive information on existing traffic safety problems is mandatory. Historically, the CDOT has looked at problems in terms of where crashes are occurring. This process continues to be essential to developing both enforcement and engineering countermeasures. However, since 1997, more emphasis has been given to identifying where problem drivers live so that traffic safety programs can be delivered at the community level. Both of these analyses will continue. In addition, to be responsive to calls for accountability from Congress, the Legislature, and Transportation Commission, new methods and modeling for data analysis will be developed.

During the Federal Fiscal Year (FFY) 2006, Colorado will conduct an Impaired Driving Program Assessment which will enable the Impaired Driving Program to improve their ability to target those areas of the state that need improvement. In addition, CDOT will contract with the Motor Vehicle Division to enhance the collection, processing, transfer and usability of crash data.

Safety Partnerships: Partnerships are essential to making the best use of available resources. These partnerships are both internal and external and involve government agencies, not for profit organizations, and the private sector. At CDOT and for the transportation safety community as a whole, partnering has several guiding principles. These include: identifying

areas of mutual interest and working toward common goals, sharing resources, communicating effectively, and including diverse groups of agencies, individuals, and ideas. Effective partnering can improve the ability of all participating agencies to meet our common goals and objectives and effectively implement strategies to improve highway safety. The benefits include opportunities for consideration of different perspectives, discovery of additional resources and leveraging of those resources, providing improved access to "gatekeepers", and sharing the workload. Effective partnerships are issue driven and will change as issues change. To forge an effective partnership, this common issue must be identified along with appropriate stakeholders. Finally, partnering is completely dependent upon good communication and establishing trust and mutual respect.

Partners include:

- Bicycle and Motorcycle Associations
- Chambers of Commerce/the Business Community
- Citizen Groups
- City Councils
- Community Groups
- County Commissioners
- Educational Community, Schools, PTO's, and Driving Schools
- Farm and Ranching Organizations
- Federal, State and Local Government Agencies
- Fire Departments
- Insurance Industry
- Law Enforcement and the Legal Community
- Media
- Motor Carriers/Automotive Industry
- Public Health Agencies and Hospitals
- Railroads
- Research Community
- State Legislature and legislators
- Transportation Commission

New partners are continually being identified and recruited as the CDOT sets transportation safety goals and develops programs and projects to meet those goals. Emerging issues and appropriate partners will be identified in the annual business plans.

Core Safety Strategies: To accomplish the CDOT's safety mission and to achieve the goals and objectives; five core strategies were identified. CDOT partnered with individuals from other state agencies, private not for profit organizations, and the private sector to develop these core strategies.

Five committees were convened to examine key areas of the traffic safety problem. These groups looked at the mission, goals, and objectives of the safety program; demographic trends; roles and responsibilities; partnerships and collaboration; and accountability. The findings and recommendations of these committees can be found throughout this document and the Department would like to extend its thanks for their interest and participation.

- *Education* - Information must be provided to the public and our partners concerning the effect traffic crashes have on all our citizens. Educational programs must be provided to all segments of the community in culturally sensitive messages and programs.

- *Enforcement* - Enforcement is the most effective short term program to change driver behavior. In 2004, CDOT implemented the Cone Zone Program (continuation of the former CHILL program) which is a summer aggressive driving, construction and maintenance, work zone safety enforcement and public information campaign. Coupled with education and community efforts, enforcement has a significant impact on the reduction in crashes.
- *Engineering* - Roadway design can also influence the occurrence of motor vehicle crashes. Modifications to the roadway environment, in many cases, offers the only long term solution to crash problems in a given location. Innovative design elements can often reduce the incidence of human error and decrease the severity of those crashes that are unavoidable.
- *Prevention* - The most effective way of reducing the loss associated with motor vehicle crashes is to prevent their occurrence. Development and implementation of strategies and programs which target specific driving behaviors, engineering problems, unsafe vehicles, modal conflicts will be the most cost effective long term solutions to highway safety problems.
- *Collaboration/Partnerships* - Working both internally and externally to improve the coordination and implementation of transportation safety programs and projects is critical to the effective use of resources.

Training and Technical Assistance: Training and technical assistance must be provided both internally at CDOT and to our external partners. Innovations in program development and delivery must be shared through demonstration grants and technical assistance to all agencies working to improve transportation safety. Training in the use of data and information for decision-making and the allocation of resources must be made available to all levels of management. Techniques for evaluating the effectiveness of programs and projects must be shared with all transportation safety professionals.

Alcohol and Other Drug Countermeasure within the Impaired Driving Program: Through a variety of programs, the CDOT supports the training needs of many individuals involved in traffic safety efforts. Training support is provided to law enforcement, judges and prosecutors in traffic safety related issues.

Occupant Protection Program: Through a variety of programs, the Occupant Protection Program supports the training needs of many individuals involved in traffic safety efforts, as well as the citizens of Colorado. Training support includes National Certified Child Passenger Safety Training provided to seat belt advocates and program coordinators. Seat belt and Child Passenger Safety education is provided to parents, caregivers, and to the general public. Training support is also provided to law enforcement and to the general public in efforts to support Colorado's restraint laws.

Roadway Program: CDOT also provides training for transportation professionals at both the state and local levels in new developments and technologies in the transportation engineering discipline. In addition, local officials who are acting in a traffic engineering capacity are provided training seminars in the fundamentals of traffic engineering including the clear zone concept, signing, pavement markings, the MUTCD (Manual on Uniform Traffic Control Devices), work zone traffic control, and liability issues

Program Administration and Management: Through the Technology Transfer Program, in-depth topic specific seminars are developed and presented to persons statewide including Community Traffic Safety Programs, Program and Project Evaluation, etc. Support is provided for persons

outside the CDOT to attend both state and national professional conferences and seminars. Training in safety program best practices is provided to all traffic safety program coordinators.

FORECASTS: CDOT relies heavily on traffic records data in order to identify highway safety problems, select program alternatives, and evaluate the effectiveness of safety programs. CDOT believes that accurate data collection, reporting, analysis and linkage are critical to the success of highway safety programs and also provide the basis for program evaluation and cost-benefit analysis as well as forecasting. CDOT strongly supports the data linkage of projects, technical resources, and assistance to highway fatalities, injuries and property damage to other appropriate state databases.

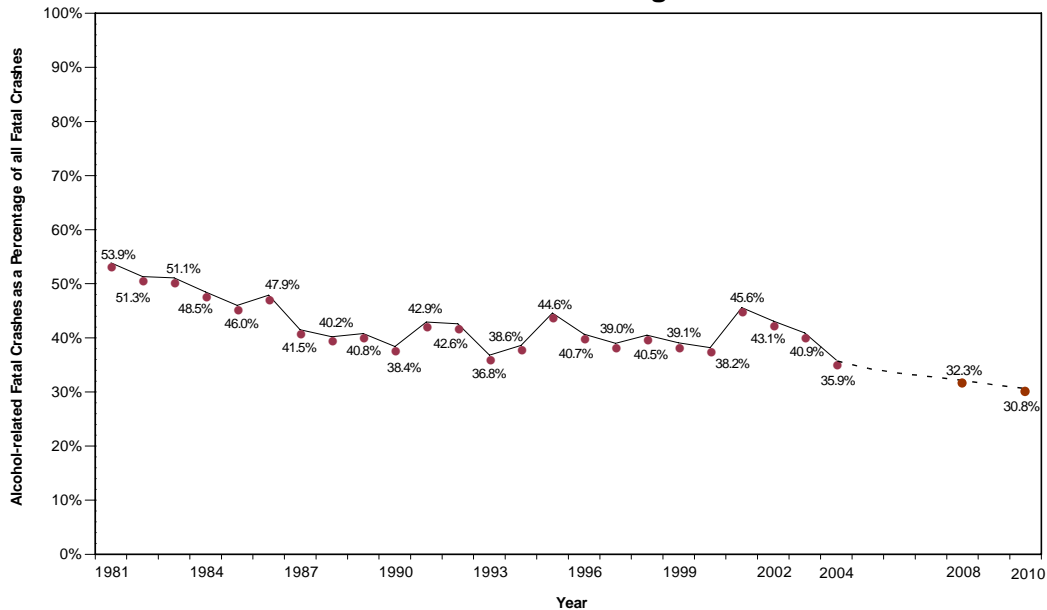
Forecasting Methods: BBC Research & Consulting prepared the following forecasts on behalf of the CDOT's Safety & Traffic Engineering Branch. A combination of statistical analyses and other methods were used to develop these forecasts. Forecasts were prepared for the years 2008 and 2010, assuming no significant changes in laws or safety programs in the future. **(This is one reason why forecasts sometimes show less improvement in safety than the CDOT performance measures.)** BBC worked with Safety and Traffic Engineering Branch staff to verify that the data used in the models were accurate and current. It is important to note that the forecasts presented are reliable only if the current trends in the data persist. Changes in reporting methods, public policy or enforcement levels may result in a structural shift in the data that cannot be predicted. Similarly, the quality of the data collected (e.g., measures of vehicle miles traveled) impacts the accuracy of forecasts.

Key Safety Investment Areas: The following seven graphs represent real, tangible progress in our efforts to reduce traffic crashes, injuries, and fatalities which are consistent with the CDOT Safety and Traffic Engineering mission and the goal of the programs we all work so hard to deliver. As we work through FY 2006 and into and beyond FY 2010, we would like to renew our efforts to build on this progress, sustain and grow into an irreversible trend of steadily declining highway-related fatalities, injuries and property damage.

These seven graphs represent: Alcohol Related Fatal Crashes, Total Crash Rate, Fatal Crash Rate, Injury Crash Rate, Property Damage Only Crash Rate, Seat Belt Use, and Fatality Rate.

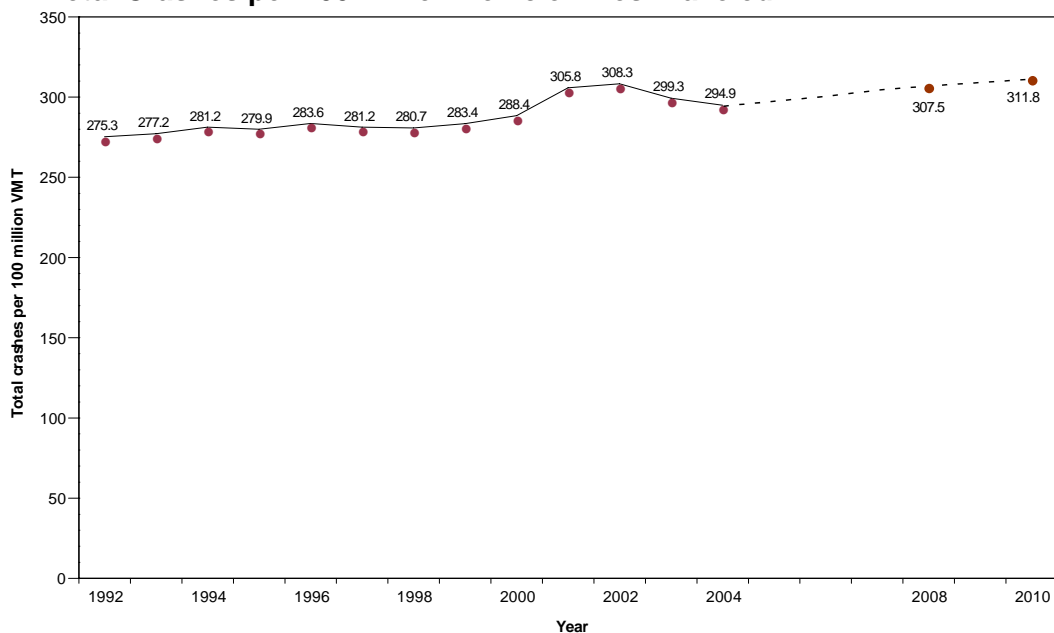
Alcohol-related Fatal Crashes: In 1981, more than half of the fatal crashes in Colorado were alcohol-related. This proportion has fallen steadily over time, **reaching a new low in 2004**. Passage of the .08 BAC law is expected to have further impact on alcohol-related fatal crashes. Alcohol-related fatal crashes could drop to 30.8 percent of all fatal crashes in 2010. Graph correlated to Performance Measure Number 1, page 30.

Graph 1 - Alcohol-related Fatal Crashes as a Percentage of all Fatal Crashes



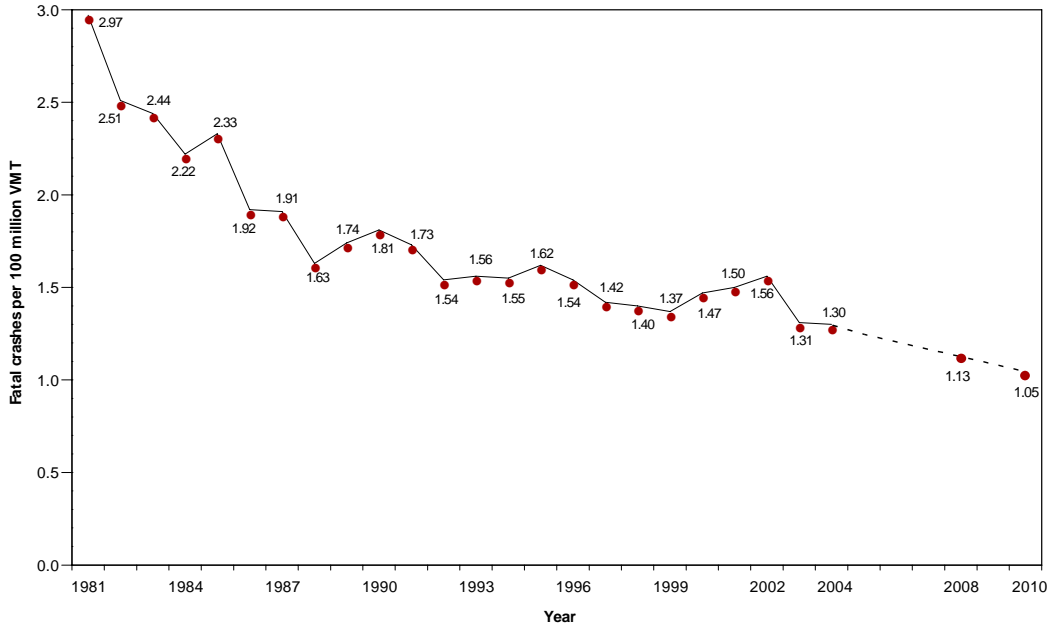
Total Crash Rate: The forecast for the total crash rate in 2008 is the sum of the forecasts for property damage-only, injury, and fatal crashes. The total crash rate is forecasted to increase to 307.5 crashes per 100 million VMT by 2008 and to 311.8 by 2010. This is further defined by Fatalities (Graph 3), Injuries (Graph 4), and Property Damage Only (Graph 5) graphs. Graph correlated to Performance Measure Number 3, page 31.

Graph 2 - Total Crashes per 100 Million Vehicle Miles Traveled



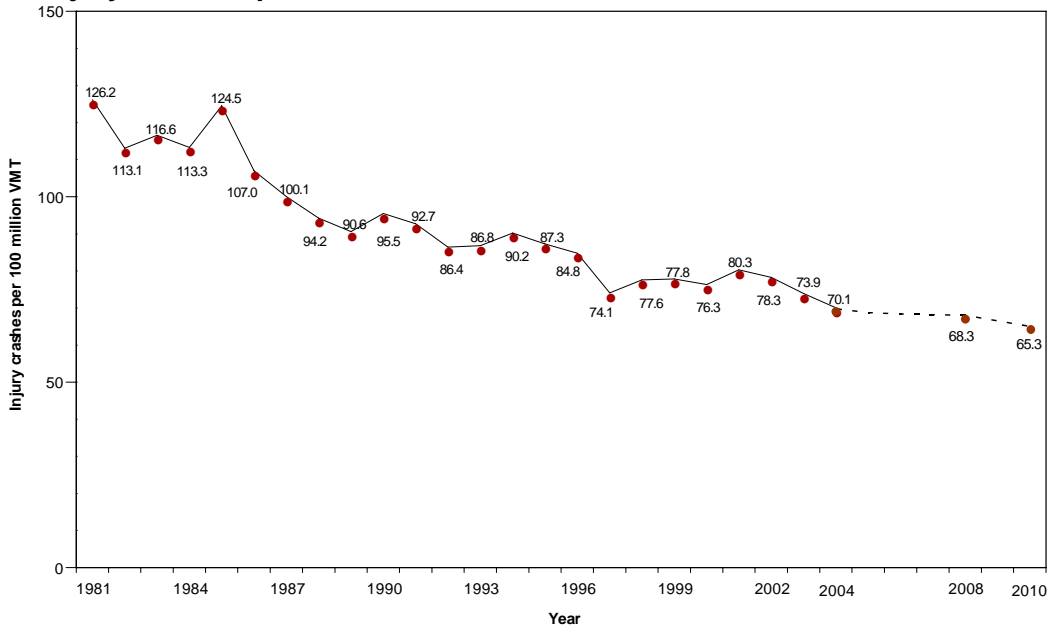
Fatal Crash Rate: Statistical analysis of past trends suggests that fatal crashes per 100 million VMT for 2004 through 2008 will reach 1.13 in 2008 and 1.05 in 2010. Graph correlated to Performance Measure Number 4, page 31.

Graph 3 - Fatal Crashes per 100 Million Vehicle Miles Traveled



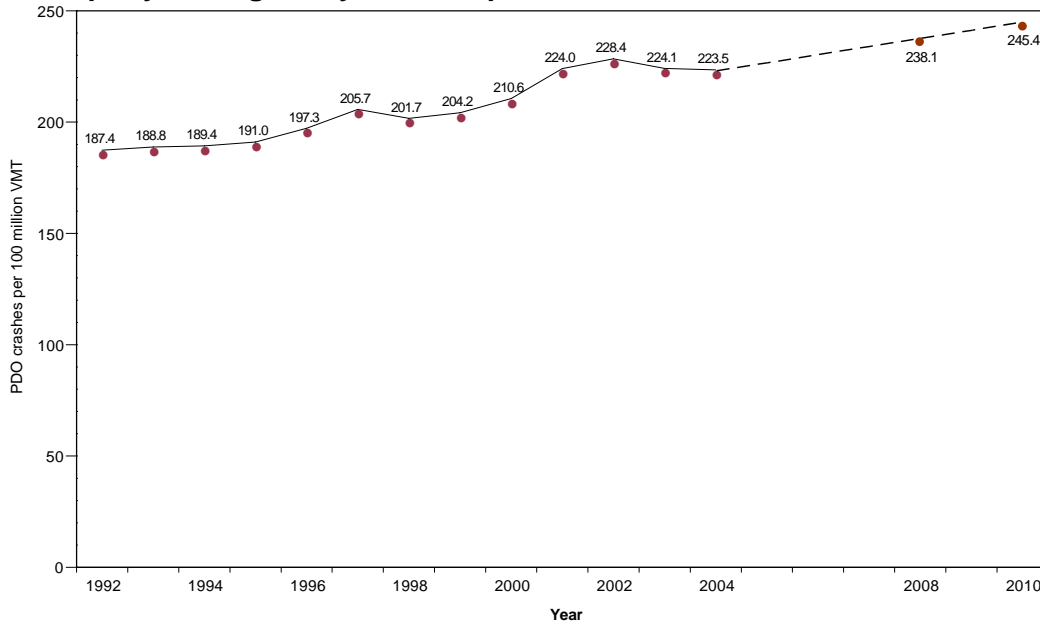
Injury Crash Rate: The statewide injury crash rate is forecast to fall to 68.3 injury crashes per 100 million VMT by 2008, and to 65.3 injury crashes per 100 million VMT by 2010. Graph correlated to Performance Measure Number 5, page 31.

Graph 4 - Injury Crashes per 100 Million Vehicle Miles Traveled



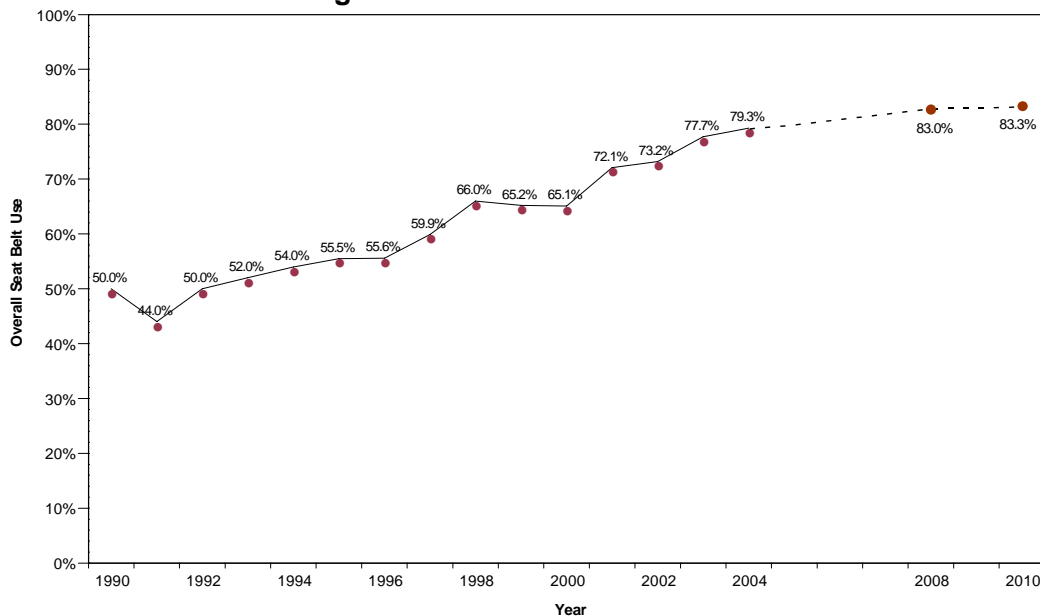
Property Damage Only Crash Rate: Due to a change in the threshold required for reporting property damage-only crashes, the data between 1992 and 1997 are not comparable to more recent years (due to lags in adopting this change). For most years since 1992, the reported property damage-only crashes outpaced increases in vehicle miles traveled. PDO crashes per 100 million VMT are projected to increase by an average of 3.6 crashes per year and reach 245.4 in 2010. There is no directly related performance measure to this graph.

Graph 5 - Property Damage Only Crashes per 100 Million Vehicle Miles Traveled



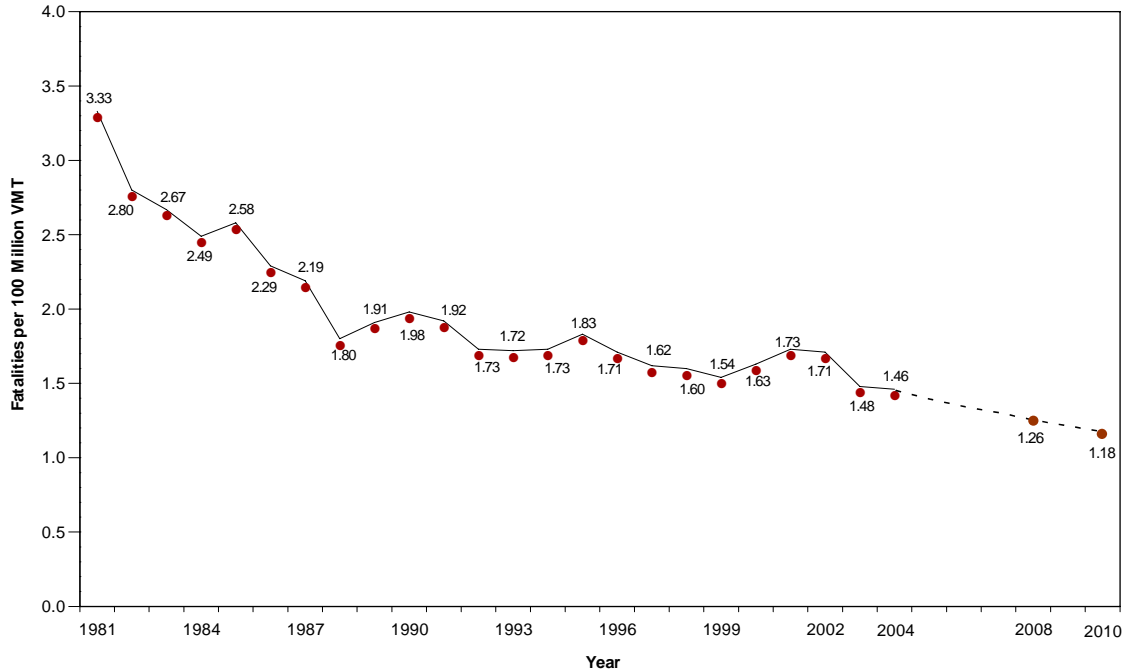
Seat Belt Usage: Statewide seat belt use has steadily increased for more than a decade. The data exhibit a pattern of large gains followed by slight erosions. Without major new initiatives to increase seat belt use in Colorado, there may be slow increases in use through 2010. Graph correlated to Performance Measure Number 8, page 32.

Graph 6 - Overall Seat Belt Usage



Fatality Rate: The fatality rate forecasts are based on the fatal crash rate forecasts. The fatality rate is expected to decrease to 1.26 per 100 million VMT in 2008 and 1.18 per 100 million VMT in 2010. Graph related to Performance Measure Number 17, page 33.

Graph 7 - Fatalities per 100 Million Vehicle Miles Traveled



CRITICAL INVESTMENT AREAS: There are three major contributing factors to the number and severity of crashes - roadway environment, the driver, and the vehicle. These areas will be targeted for the largest investment of safety dollars along with improvements to the management of the safety program. Selected strategies for achieving CDOT's goals and objectives are discussed below. Funding details and project descriptions for implementing these strategies are included in Appendix B along with summaries of proposed activities. A comprehensive budget allocation can be found in Appendix A.

The Roadway Environment



The NHTSA and FHWA estimate that approximately 10% of all crashes nationally are directly related to the condition of the road. However, approximately 28% of all fatalities resulted from collisions with fixed objects such as trees, embankments, guardrails, and utility poles. Operator error was a predominant causal factor in these crashes. Driver fatigue is also a serious problem. The fatal crash rate between 2:00 a.m. and 3:00 a.m. is tenfold that of the 8:00 a.m. to 9:00 a.m. period. More than half of all fatal crashes occur at night. All of these problems are apparent in Colorado as well. In rural areas, run off the road crashes, collisions with fixed objects, rear-end, and overturning are most common. In urban areas, crashes associated with intersections such as rear-end, broadside, sideswipe same direction and approach turn crashes are the most prevalent.

As part of the changing roles within CDOT, the traffic engineers in all six CDOT Regions have proposed expanded participation and increased responsibility for managing safety design and construction funds. They also proposed increased responsibility for providing safety training and educational programs locally and for partnering with governments and others within their Regions and with the central office in developing and implementing a variety of safety programs. The Regional priorities have been identified as crash location patterns and concentrations, workzone safety, signing, striping, ITS, access control, incident management, and the timely repair of traffic control devices. Over time, the regional priorities will be expanded to include driver issues and problems which may be unique to specific Regions.

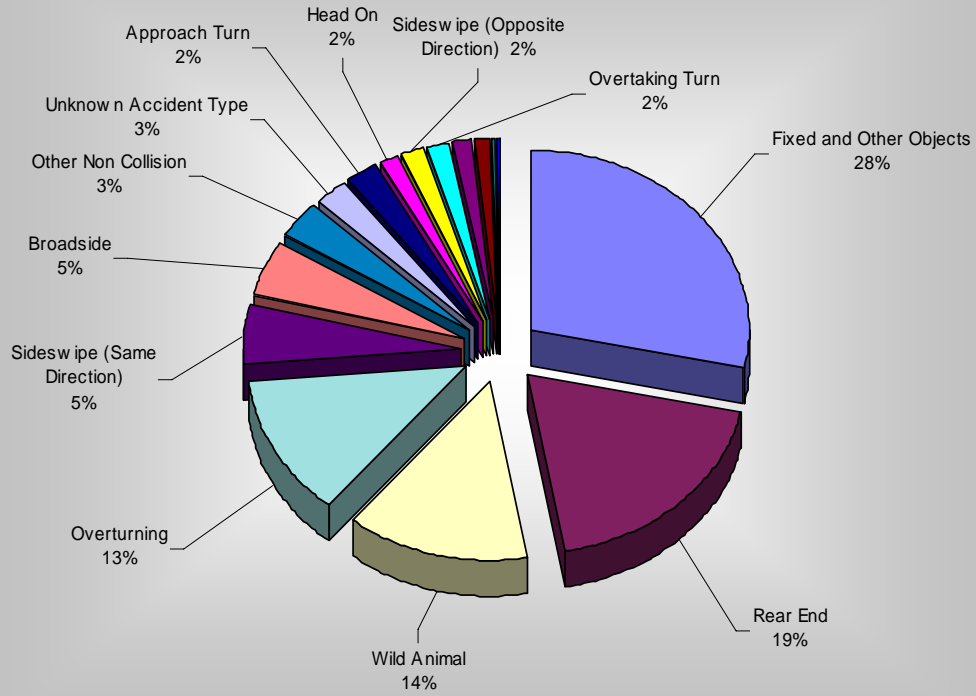
Four statewide roadway related problem issues have been identified concerning both the condition of the road and the expectations and reactions of drivers to those conditions:

Locations with Potential for Accident Reduction
Vehicles Leaving the Roadway
Roadside Obstacles
Intersection Crashes

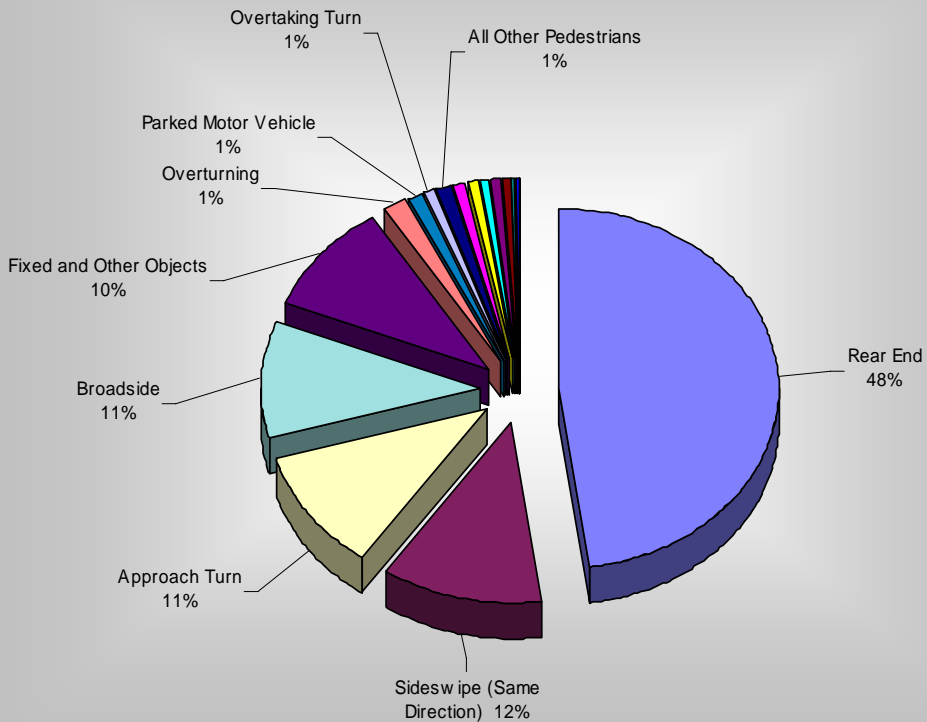


Pie-charts reflecting the distribution of accident types by percentage in the urban and rural areas are provided on the following page:

Rural Accidents (2000-2002)



Urban Accidents (2000-2002)



Multi-State accident rate¹ comparison tables and graphs presented on the following pages compare Colorado Highways with the 11 other states in the western United States. We experience the second lowest injury rate, but ranked eighth in the fatality rate. Colorado's total accident rate is slightly above average when compared with 11 other states in the area. On a nation wide perspective, motor vehicle deaths have been on the rise in recent years².

Multi-state accident rate comparison tables and graphs are presented on the following pages:

Rank	Year	State	PDO Rate
1	1996	Washington	1.05
2	2001*	Oklahoma	1.11
3	2001*	New Mexico	1.41
4	2001*	South Dakota	1.51
4	1999*	Utah	1.51
6	2001	Colorado	1.64
7	2001*	Arizona	1.66
8	2001*	Nebraska	1.68
9	2001*	Kansas	2.05
10	2001*	Nevada	2.19
11		Oregon	n/a
12		Wyoming	n/a
MultiState Average Rate			1.58

Accident Rate # Acc / MVMT

Rank	Year	State	INJ Rate
1	2001*	South Dakota	0.58
2	2001	Colorado	0.66
3	2001*	Kansas	0.67
4	2001*	Oklahoma	0.69
5	2001*	New Mexico	0.78
6	1996	Washington	0.82
7	1999*	Utah	0.90
8	2001*	Arizona	0.91
9	2001*	Nebraska	0.98
10	2001*	Nevada	1.04
11		Oregon	n/a
12		Wyoming	n/a
MultiState Average Rate			1.05

Accident Rate # Acc / MVMT

Rank	Year	State	FAT Rate
1	1996	Washington	1.16
2	2001*	Nebraska	1.20
3	2001	Oregon	1.21
4	2001*	Oklahoma	1.38
5	1999*	Utah	1.45
6	2001*	Kansas	1.51
7	2001*	Nevada	1.55
8	2001	Colorado	1.61
9	2001*	New Mexico	1.83
10	2001*	South Dakota	1.84
11	2001*	Arizona	1.84
12		Wyoming	n/a
MultiState Average Rate			1.51

Accident Rate # Acc / 100 MVMT

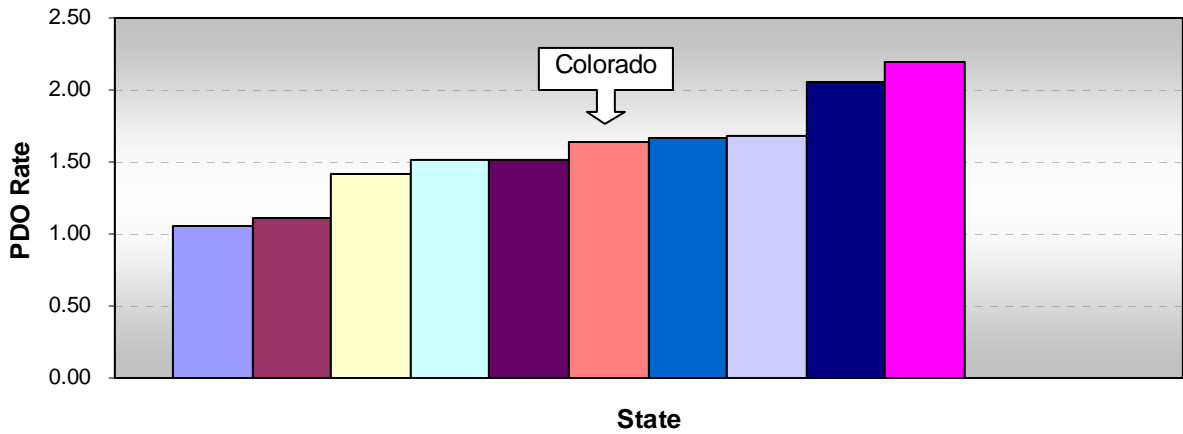
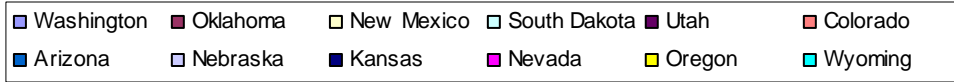
Rank	Year	State	Total Rate
1	2001	Oregon	1.04
2	2002	Wyoming	1.72
3	2001*	Oklahoma	1.81
4	1996	Washington	1.88
5	2001*	South Dakota	2.11
6	2001*	New Mexico	2.21
7	2001	Colorado	2.32
8	1999*	Utah	2.42
9	2001*	Arizona	2.59
10	2001*	Nebraska	2.67
11	2001*	Kansas	2.74
12	2001*	Nevada	3.25
MultiState Average Rate			2.23

Accident Rate # Acc / MVMT

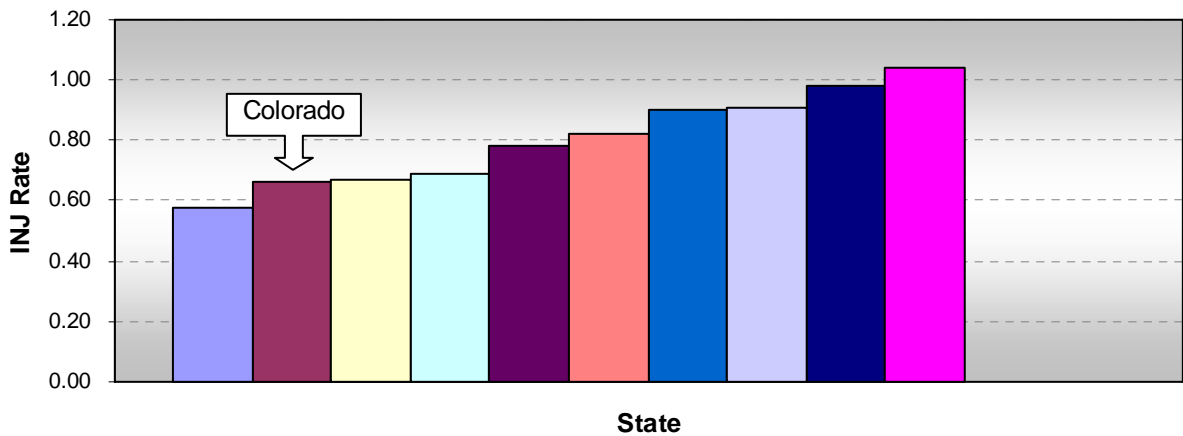
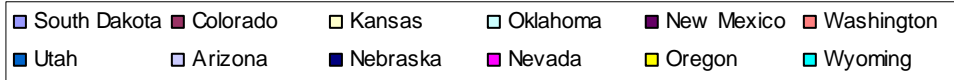
¹ The types and quantity of data required to derive accident rates may vary from state to state. Possible variations include accident reporting requirements and accuracy of VMT estimate. Rates obtained from various State DOT websites.

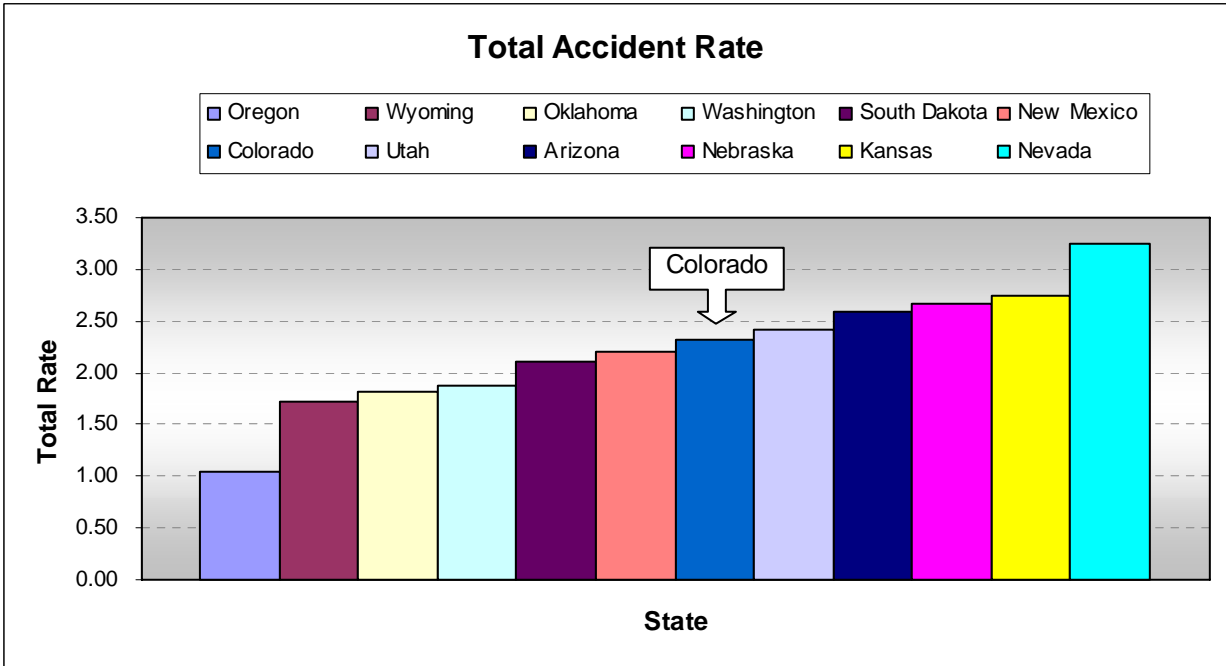
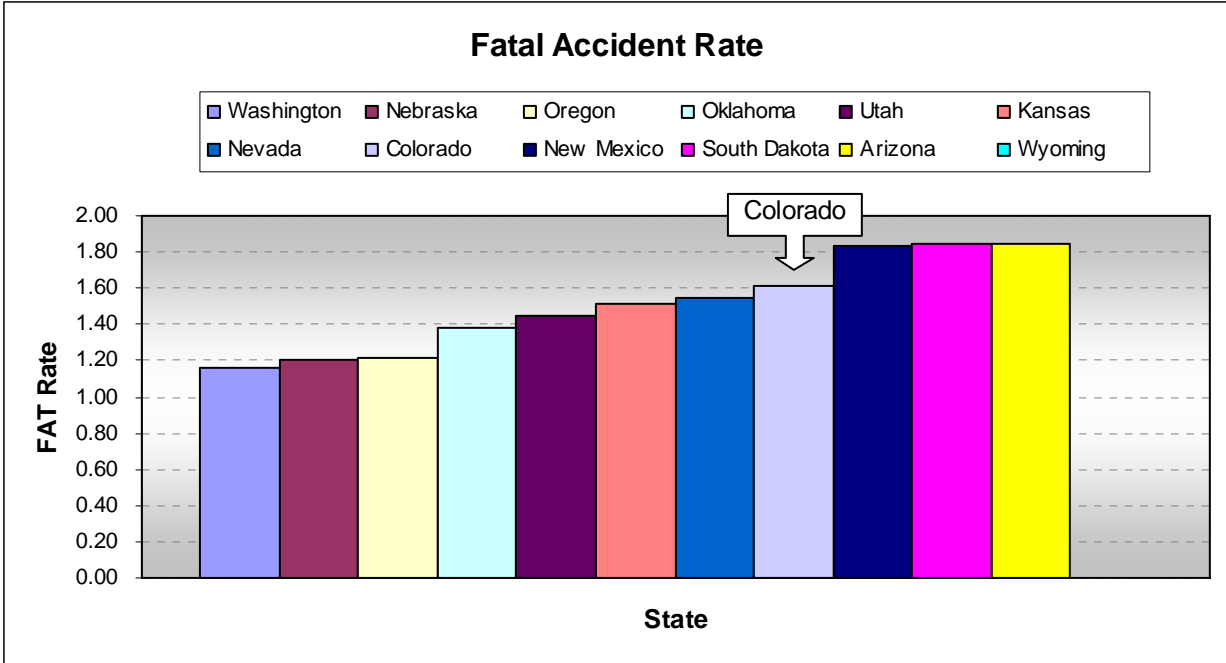
² Insurance Institute for Highway Safety Status Report, February 8th, 2003.

PDO Accident Rate



Injury Accident Rate





Reduce the Number of Crashes at Specific High Accident Count Locations (Locations with Potential for Accident Reduction)

Key Strategies:

- **Identifying locations with potential for accident reduction**

Continue to use the newly developed methodologies for identifying Locations with Potential for Accident Reduction and allocating funds. Develop a strategic safety investment program for infrastructure improvements. Work with the CDOT Regions to develop quick response reviews at locations referred to as “Hot Spots”.



FY2006 “Hot Spot” Projects (\$374,000 per Region) \$2,244,000

In addition to funding for regional response to “Hot Spot” locations, the HQ Safety and Traffic Engineering Branch will provide support for traffic and highway engineering studies and spot location review in cities and counties with populations below 20,000 people. These studies will address specific needs including signing, pavement markings, parking, traffic flow, school zones, speed zones, railroad crossings, construction work zones, and roadside obstacles. \$86,000 of 402 funds have been allocated for this activity.

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.



FY2006 “Traffic Signals” Projects (\$254,000 per Region) \$1,524,000

In partnership with the Regions, implement comprehensive projects statewide at Locations with Potential for Accident Reduction. State improvement corridor projects include roadside improvements, slope protection and flattening, intersection improvements, left and right turn lanes, lane widening, signal coordination, signal improvements, signal dilemma zones, access control, pedestrian crossings and signals, shoulder widening, rumble strips, guardrail and cable rail, and curve corrections.



FY2006 Highway Safety Improvement Projects..... \$16,581,614

Continue to improve the process for identifying safety needs at targeted locations.

Safety Assessment Program at the Project and Corridor levels:

- Identification of Locations with Potential for Accident Reduction.
- Assessment of the magnitude and nature of the safety problem.
- Relating accident causality to roadway geometric, roadside features, traffic control devices, driver behavior, and vehicle type.
- Maximizing accident reduction within constraints of the available budget through optimization.

To ensure program delivery, a substantial investment of staff time is necessary.

Safety Assessment reports will also be a part of the Resurfacing Program and other Regional projects as requested or needed. Funding will be provided directly to the Regions to address Safety Enhancements while Resurfacing. Colorado has implemented a new policy and procedure so that safety is evaluated and addressed on every resurfacing project.



FY2006 Safety While Resurfacing

Region 1.....	\$698,685
Region 2.....	\$879,317
Region 3.....	\$794,729
Region 4.....	\$1,221,067
Region 5.....	\$578,724
Region 6.....	\$1,166,478
Total Safety While Resurfacing.....	\$5,339,000

Key Strategies:

- **Minimize consequences of leaving the road**

Minimize the consequences of leaving the road by installing improved roadside safety hardware such as guardrails, bridge rails, cable guardrail systems, curb types, barriers, shoulders, etc. Providing adequate clear zone free of obstacles, or shielding of these obstacles, will help minimize run-off-the-road crashes as recommended in the Roadside Design Guide.



In partnership with the Regions, implement a comprehensive program to improve driver guidance through improved pavement markings and delineation. Establish a level of service assessment statewide through the Maintenance Level of Service (MLOS) Program. Each Region manages this program through funding provided to their Maintenance and Operations Budget (M&O), and is reported and tracked through the MLOS Program.



Implement a systematic sign replacement program. Establish a level of service assessment statewide through the MLOS Program. As is the case for pavement markings and delineation, the same is for this program where each Region manages this program through funding provided to their M&O, and is reported and tracked through the MLOS Program.

FY2006 Signing and Striping Programs.....	\$25,319,000
--------------------------------------------------	---------------------



Although not part of the CDOT sign replacement program, some counties, cities and towns need assistance with the purchase of regulatory and warning signs when deficiencies are found during the traffic engineering studies. An amount of \$24,000 of 402 funds have been allocated to provide this support for off system roads.

Key Strategies:

- **Reduce crashes at intersections**

Improve the safety of intersections through programs such as "Dilemma Zone Pre-emption" and continuous evaluation of other new technologies to reduce crashes at these locations. Other improvements would be signal head visibility by upgrading signalized intersection with LED heads, back plates, heads over each lane, sight distance, and delineation. For unsignalized intersections, access control, medians, sight distance, and delineation are methods that can be employed. Historical crash pattern analysis and operational reviews will provide an insight as to what methods should be used to improve safety.



Evaluate the access management program for safety benefits. Implement any needed safety improvement policies and standards.

In partnership with the Regions, develop an education program for cities and counties that outlines the importance of good access management and the need for consistent application, establishing standards and policies for local applications.

Implement targeted enforcement programs statewide.

DRIVER: Driver problems that have been identified historically and have had the most serious impact on traffic crashes involve impaired drivers and lack of vehicle occupant protection restraint use. Significant resources are dedicated to reduce the number of crashes, fatalities and injuries resulting from these factors. The Driver programs include the Impaired Driving and Occupant Protection programs.

Impaired Driving Programs: Impaired driving is a serious problem threatening the safety of Colorado's highways. There are, however, methods of combating this crisis, particularly in the areas of law enforcement activities, legislation, training programs, and evaluation and treatment for offenders. While alcohol involvement in fatal crashes peaked in 2001 and declined in 2002 and 2003, there are still high risk groups of drivers which are over-involved in alcohol related crashes. Defining drinking and driving as having a BAC greater than .01, 18.1% of all 16-20 year-old drivers involved in fatal crashes had been drinking. This increases with age until the age group 30-34 where it begins to decline.

Since 1991 the rate of alcohol related fatal crashes involving underage drinking drivers has been reduced from 37% in 1991 to 11.5% in 2003. Underage male drivers are more than twice as likely as underage female drivers to have been drinking.

Drivers from several Colorado communities who are involved in serious crashes are much more likely than the average to have been drinking. In 2003, these included cities in Adams, El Paso, Denver, Jefferson and Weld counties.

The CDOT Impaired Driving program includes; Alcohol and Other Drug Countermeasures, Young Drivers, and Police Traffic Services. The following strategies have been identified to address both the statewide impaired driving problem and those more specific to certain geographical areas or populations.

Key Strategies

- **Continue high visibility enforcement/education programs**

In 1982 the Colorado Legislature established the Law Enforcement Assistance Fund (LEAF) to increase and improve the enforcement of laws pertaining to alcohol and drug related driving offenses. Local police departments and sheriff's offices are eligible to receive LEAF grants. LEAF agencies have been consistently responsible for over 60% of all impaired driving arrests the last four years.

In 1996, in response to a serious increase in the number of alcohol related fatal crashes, CDOT along with the agencies receiving LEAF grants and the Colorado State Patrol launched a high visibility DUI enforcement program called "The Heat is On". Since then DUI arrests have increased from 28,760 in 1995 to 31,077 in 2003. Alcohol related fatal crashes increased from 255 in 1995 to 295 in 2001 and 317 in 2002 and then decreased to 233 in 2003 and 213 in 2004. Alcohol related fatalities during July and August have decreased from 76 in 1995 to 34 in 2000.

During FFY 2004 and 2005, CDOT in conjunction with the Colorado State Patrol and over 60 local law enforcement agencies participated in an enhanced high visibility DUI enforcement program called "You Drink, You Drive, You Lose". This program combines the use of paid and earned media to support overtime enforcement and the use of sobriety checkpoints, both fixed and mobile, and saturation patrols to enforce Colorado's DUI laws.

The LEAF program is totally self-sustaining through fines and fees assessed against the DUI offender. During FY 2006, over \$1,500,000 of these funds will be distributed to local law enforcement agencies across the state. In addition, CDOT will provide \$250,000 in federal funds to local law enforcement, particularly those agencies who are ineligible to participate in LEAF, for overtime DUI enforcement and \$305,000 in federal funds to the Colorado State Patrol to provide overtime DUI enforcement and to participate with local agencies in "The Heat is On". "You Drink, You Drive, You Lose". Finally, \$400,000 of federal funds will be used to support the "You Drink, You Drive, You Lose" paid media campaign.

- **Target high-risk groups of drivers for impaired driving education and prevention programs**

CDOT will continue to support the highly successful education and community outreach campaign in Pueblo County that targets low-income males age 21-34. CDOT also has another successful program in Summit County aimed at reducing the incidence of repeat DUI offenders.

CDOT will work with community groups throughout the state to develop and implement impaired driving programs appropriate to the needs of their populations.

- **Support efforts to strengthen impaired driving legislation**

During 2005, CDOT will continue to work cooperatively with the Departments of Human Services and Revenue to implement the Persistent Drunk Driving legislation passed in 1998. This statute allows Colorado to comply with the requirements of 23 USC Section 164 Repeat Intoxicated Driver Laws.

In 2005, Open Container legislation was successfully passed in the Colorado Legislature. In 2004, .08 BAC was successfully passed. It remains a misdemeanor for any person to drive a

vehicle in Colorado when the person's BAC is .08. The legal BAC limit for driving under the influence was previously .10. This law became effective on July 1, 2004. The impact of this legislation is that the person will have driver's license sanctions for up to one year. Since driver's realized that they can be charged for a lower BAC, this has become a deterrent in itself.

Young Drivers: Young Drivers are also a major concern within Colorado. In 2004, 96 teen drivers and passengers ages 16 to 20, died in traffic crashes. Nearly two third of the teenage victims were not using seat belts and nearly 80% of the teen passengers who died were in crashes that involved teen drivers. Sixteen-year-old drivers have the highest crash involvement rate of any age group in Colorado. This is also true in fatal traffic crashes. Sixteen-year-old drivers are nearly three times more likely to be involved in a fatal crash than the average of all drivers.



To reduce these rates, the Colorado Legislature passed a Graduated Licensing Law (GDL) effective July 1, 1999. The provisions of the law include:

- Young drivers must log a minimum of 50 hours of behind-the-wheel training with a parent, guardian or other qualified adult. Ten of these hours must be at night.
- All passengers of a young driver must wear seat belts and the number of passengers cannot exceed the number of seat belts in the vehicle.
- Other restrictions apply including nighttime driving.

In 2005 additional Graduated Licensing Laws became effective July 1, 2005. The new provisions of the law include:

- Makes driving a motor vehicle by a person holding a temporary instruction permit or a minor's instruction permit while using a cellular telephone or other mobile communication device a secondary traffic offense.
- Minor drivers are not allowed to transport minor passengers for the first six months they have a license. Family members are exempt. During the next six months they can only have one passenger under age 21.
- Prohibits driving between midnight and 5 a.m. until the driver holds a valid driver's license for at least one year. Certain exemptions are allowed.

Since the implementation of the GDL, there has been a general downward trend in fatal crash rates among 16 and 17 year old drivers. These trends will continue to be monitored in the future.

Key Strategies

- **Continue High School peer education network and underage drinking prevention programs.**

- **Target high school seat belt usage educational and peer seat belt safety challenge programs.**
- **Continue a partnership between the Colorado Department of Health and Environment, the Colorado Department of Justice, the Colorado Department of Human Services, AAA, and the Colorado Department of Transportation to develop statewide prevention program targeting teen motor vehicle safety.**
- **Continue to provide teens and their parents information via the CDOT website www.coteedriver.com**
- **Develop programs at the community level to deter the purchase and consumption of alcoholic beverages by minors.**

In 1998, CDOT began receiving two-year block grants from the Office of Juvenile Justice and Delinquency Prevention (OJJDP), United States Department of Justice. The grant is called the Enforcing Underage Drinking Laws (EUDL) and its purpose is to develop and implement community-based projects to deter the purchase and consumption of alcoholic beverages by underage persons. This grant will continue through 2006.

Since 1998, CDOT has awarded 58 subgrants totaling \$1.3 million. These statewide agencies included the Department of Revenue, police departments, county sheriff's offices, and community coalitions. This is the last EUDL two-year block that CDOT will manage. The new custodian of future grants is the Department of Revenue Liquor Enforcement Division.

Some of the common activities among the grant recipients are:

- Community Coalition Building
- Needs assessment and Strategic Planning, including data collection
- Enforcement of underage drinking laws, through stings and party patrols
- Prevention and education
- Public Awareness through Media Campaigns

The program has contributed to preventing underage drinking and reducing alcohol related deaths and injuries.

High Risk Driving Behavior Including Aggressive Driving: It has been estimated that improper driver behavior is responsible for 85% of all crashes. These behaviors include running red lights, passing on the shoulder, speeding, improper lane changes, following too close, careless and reckless driving and DUI. Historically, these behaviors have resulted in the majority of citations for traffic violations. In recent years, aggressive driving, which is defined as two or more of the above violations exhibited together, has become a significant traffic safety issue.



Targeted traffic enforcement programs are very effective in changing driver behavior including aggressive driving behavior and are essential in reducing crashes at high hazard locations. Comprehensive enforcement and education programs over a longer period of time are even more effective in reducing fatalities, injuries and the societal costs associated with motor vehicle crashes.

In FFY 2006, the Colorado State Patrol will identify and rank specific locations by risk within the state for intensified enforcement in order to prevent aggressive driving behavior. In addition, the Golden Police Department will conduct a similar campaign.

Key Strategy

- **Target specific geographical areas of the state for intensive enforcement programs.**

During FFY 2006, the Colorado State Patrol will conduct targeted aggressive driving enforcement programs at high risk locations throughout the state (\$250,000). Local law enforcement agencies will be added as funding allows. The Transportation Commission has provided \$250,000 of state funds for a sixth year of the very successful high visibility aggressive driving enforcement program in construction and maintenance work zones called the Cone Zone.

Occupant Protection Programs: Safety, as a behavioral factor affecting highway, occupant protection is a priority for CDOT. Issues that fall into this category include, but are not limited to, safety belts, child restraint systems and air bags.

Seat belt use in Colorado has increased from 50% in 1990 to 79.3 % in 2004. However, this increase is not uniform across the state. Seat belt use by children under 16 was 69.3% in 2004 and car seat use was at 83.4%. Rural areas of the state have lower usage rates (76.3%) than the state as a whole as do drivers and passengers of pick-up trucks (68.3%).

Teen drivers in Colorado continue to sustain more injuries and fatalities due to motor vehicle crashes. CDOT conducted its first Teen Seat Belt Survey in 2004. The seat belt survey measured 16-20 year old drivers and outboard passengers statewide. The 2004 Colorado Teen seat belt usage rate is 70.9% vs. the overall Colorado seat belt usage rate of 79.3%.

Key Strategies

- **Target geographical areas of the state with low seat belt and child passenger restraint usage for occupant protection educational and information programs, including programs targeting teen drivers, minorities, car seat and booster seat usage.**

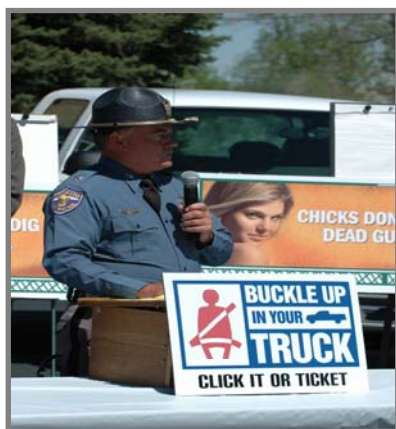
CDOT plans several projects to address the multiple strategies. CDOT will conduct three new teen seat belt safety programs in Denver, Mesa and Weld Counties. These programs will educate teens in seat belt safety and other teen driving safety issues, including the GDL process. CDOT will continue the very successful African American community traffic safety campaign that targets adults and children in Denver and Colorado Springs, and the Hispanic American traffic safety programs in Denver, Pueblo, San Luis Valley, and Weld County. Both the African American and the Hispanic American traffic safety programs will target adults and children, and involve community organizations to become safety advocates and to assist with executing safety activities.

The statewide child passenger safety (CPS) Team Colorado program will continue to conduct statewide education and training of Nationally Certified Child Passenger Safety Technicians for Colorado. Statewide education and training will also be conducted for parents, caregivers, and the general public regarding child passenger safety and overall occupant protection.

CPS Team Colorado will continue to maintain and administer the www.careseatscolorado.com website and the toll-free number (1-877-LUV TOTS) for citizens to obtain information and community resources. CPS Team Colorado's network includes over 100 fitting stations throughout the state, to assist the public with their child passenger safety and occupant protection needs.

Educational and safety services will be administered to the following programs in order to enhance child passenger safety and occupant protection needs in those areas. Mesa County Health Department will address the child passenger safety needs in Mesa County. Crossroads Turning Points, Inc will administer in Pueblo and the San Luis Valley traffic safety services and education to the Latino population. Catholic Charities Northern will educate and provide child passenger safety services to the Immigrant population in Weld County. Total 2006 Federal Fiscal Year federal funding for these programs will be \$777,000.

- **Continue the statewide “Click It or Ticket” high-visibility enforcement program.**



The “Click It or Ticket” campaign consists of a high-profile enforcement effort every year to encourage seat belt use for all Coloradans. This very successful national campaign has been very successful in getting more people to buckle up, not only in Colorado, but within the entire nation. Local law enforcement and the Colorado State Patrol, supported by paid and earned media efforts, will conduct one wave of enforcement in late spring to increase seat belt and child car seat usage statewide.

In 2005, the “Click It or Ticket” campaign introduced the new “Buckle Up in Your Truck” campaign to target pick-up truck drivers and passengers around the state, especially in the counties that have a high number of registered pick-up trucks.

Through a combination of funds, CDOT plans to continue the very successful “Click It or Ticket” and “Buckle Up in Your Truck” high visibility enforcement campaign. Total program funding will be \$400,000.

OTHER VEHICLE SAFETY: Areas of concern in Colorado regarding other vehicle safety are motorcycles, commercial vehicles, railroad and highway crossings, bicycles and pedestrians. Neither has been identified as a current problem of significance because of effective programs which have been implemented to address these issues. Nevertheless, the situation needs ongoing monitoring and the successful continuation of these programs should be a priority for the safety community.

Motorcycles: Motorcycle crashes in Colorado increased from 2,093 in 2002 to 2,146 in 2003. This is an accident rate of 19.2 per 1,000 registered motorcycles in the state.

Riders from the larger, Front-Range, metro areas are more likely to be involved in crashes than riders statewide. Cities having populations of 50,000 or greater represented more than half of all motorcyclists involved in an injury crash in 2000. To counter these accident rates, CDOT is committed to continuing to train and license all riders, both novice and experienced. The Motorcycle Operator Safety Training (MOST) Program provides tuition reimbursement to motorcycling students and is funded with a \$1 fee on motorcycle endorsements and a \$4 fee on motorcycle registrations. Over 46,000 people have been trained through the Most since the program's inception in 1991.

Key Strategies:

- **Expand the MOST Program to under served areas of the state.**

The Most Program is a state funded program to train motorcycle riders. Since 1991 more than 46,000 riders have been trained at 20 ranges throughout Colorado. The numbers of ranges vary from year to year and are constrained by the availability of appropriate facilities. The goal is to provide training statewide where demand warrants the development of a training site.

- **Work with the MOST Program to ensure motorcyclists are properly licensed.**

Through proper training, working with dealerships to promote the MOST program, and working with other state and local governmental agencies, we will work toward ensuring motorcycle riders are properly licensed.

Commercial Vehicles: Colorado truck-involved fatalities continue to be a problem in Weld, Larimer and Adams Counties. Seatbelt usage among commercial truck drivers is significantly lower than that of the general traveling public. Population in these counties is on the rise which in turn increases traffic congestion and risk exposure for traffic crashes of all vehicles. Driving patterns between rural and urban areas is a key factor shown to increase the risk of traffic crashes.

Colorado Motor Carriers Association Problem Identification cites an increase of about 25% in the number of commercial truck-involved crashes along the I-70 Mountain Corridor over the last three years. The volume of overall traffic has grown exponentially over the last 10 years contributing to the increase of crashes. However, Colorado has less roll-over accidents by commercial vehicles than other neighboring states. Therefore, we will continue our programs with no significant changes.

Key Strategies:

- **Continue efforts with the Colorado Motor Carriers Association (CMCA) in Weld, Larimer and Adams counties and on the I-70 Mountain Corridor to prevent motor vehicle crashes involving commercial vehicles.**

The program is to support public information campaigns and public education programs in schools and community groups. "Circuit Rider" a community outreach program, will provide traffic safety education and training to trucking companies and truck stop owners to increase seat belt usage and compliance with governmental regulations.

The program will create and disseminate a video/DVD which will provide a visual representation of the I-70 Mountain Corridor with particular emphasis on safe driving techniques, hazardous locations along the corridor and speed/space management. This video/DVD will be incorporated into a website production system with a multi-media approach to highway safety. The website /internet system will allow drivers to view the Corridor as well as real-time weather scans prior to driving the Corridor.

Total 2006 Federal Fiscal Year federal funding for these programs will be \$191,000.

Railroad Crossings: FHWA apportions funds to improve rail/highway 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 railway/highway 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. Annual program funds total approximately \$2.3 million, of which at least half (or \$1.15 million) 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.

Typically, 100 percent federal funds are applied to grade crossing device projects. Most such projects are on local roads and streets (most state highway rail crossings have already been upgraded). Local agencies may have greater incentive to participate in the program if the project is not conditioned on local matching funds. Section 130 funding for grade separation structures is on a 90/10 federal matching basis.

CDOT is capable of constructing 6-8 grade crossing upgrades (e.g., installation of flashing lights, gates, and bells) each year on a continuing basis. Due to the high cost of a typical grade separation structure, it is impractical for CDOT to apply the remaining \$1.15 million annual apportionment to a new grade separation project each year. Instead, in the past, CDOT would allow 3-4 years' worth of apportionment to "pool" until a meaningful amount (\$3-4 million) was available for such a project.

Key Strategies:

- **Promote and increase safety by developing individual statewide projects under the federal Section 130 railroad/highway program grant, and by coordinating railroad involvement on other CDOT construction projects.**
- **Foster rail/highway crossing safety through systematic improvements to high-**



risk locations, as identified in cooperation with involved federal, state, and local authorities.

The Safety Plan includes the following:

- Installation of protective devices at rail/highway grade crossings annually
- Elimination of at-grade crossings by closure or by construction of grade separation structure.
- Coordination of work by Railroad forces on CDOT construction projects

Bicycles: Bicycling in Colorado is not, at this time, a serious traffic safety problem. The availability and use of bicycle paths and trails is widespread for this alternate mode of transportation. Nevertheless, unsafe situations exist between bicyclists and motorists wherever a dedicated bicycle trail is not available. Schools and other groups will be targeted for bicycle safety educational programs.

The following strategies should be pursued as funding is available.

Key Strategies:

- **Create partnerships statewide with bicycle user groups to ensure the availability and maintenance of roads for bicyclists.**
- **Continue to pursue the development of dedicated bicycle paths to reduce the conflict between bicycle and cars.**
- **Continue bicycle safety programs, including the importance of using helmets.**



The Cycle Safety Circus for Kids (Safety Circus) is committed to educate children to wear safety helmets and understand safe cycling practices. This program is targeting Fort Collins, Boulder, Denver and Colorado Springs where 75% of all reported cycle crashes occur. Safety Circus will manage four events in partnership with local hospitals, schools, police, paramedics, and local entities. It will target children, parents, and educators. The program will expand educational sessions in schools in Arapahoe and El Paso counties, to specifically promote safe cycling practices.

Denver Museum of Nature and Science outreach programs are targeted for K-12. Portable health displays for school and community groups emphasize the importance of protecting the brain in bicycle crashes and the role that helmets play in preventing injuries. Helmets will be distributed to all 4th graders at the time of program delivery.

Total 2006 Federal Fiscal Year federal funding for these programs will be \$62,000.

Pedestrians: As with bicyclists, traffic crashes involving pedestrians are not a serious statewide problem. However, as we encourage children to walk and bicycle to and from schools it is imperative to educate and inform them about pedestrian safety. Partnerships have been developed to deliver pedestrian safety educational programs at schools.

The following strategies should be pursued as funding is available.

Key Strategies:

- **Continue to monitor pedestrian crash trends.**
- **Implement educational programs at specific schools and other locations.**

The Pedestrian and Buckle Up for Love safety program will provide teachers, parents, and children with pedestrian and seatbelt safety education at Denver Metro area preschools and elementary schools, focusing on low-income neighborhoods. The program will assist children in learning about pedestrian safety and the use of car seats and seatbelts through educational training and the distribution of safety materials.

Total 2006 Federal Fiscal Year federal funding for this program will be \$40,000.



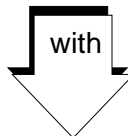
ACCOUNTABILITY

Tracking and Evaluation: Measuring traffic fatalities, injuries, seat belt usage, and alcohol involvement in crashes is critical to determine safety program performance. To ensure accountability each program determines the following:

- The exact nature of the traffic safety problem it is trying to address;
- What are reasonable goals and objectives for reducing this problem; and
- How well the program implemented accomplished its objectives

The logical basis of any inquiry about the effect of behavioral as well as infrastructure improvement programs is the comparison of

What would have been the safety of the entity in the
“after” period had treatment not been applied



What the safety of the treated entity was in the “after”
period.

In the process of evaluation it is critical to assess what level of safety is expected without implementing countermeasures and then compare it with what actually happened. Traffic, weather, road user demography, vehicle fleet and other important factors change over time making it necessary to account for these significant explanatory variables.

CDOT’s 17 Performance Measures

1. Reduce the percentage of alcohol related fatal crashes from 44.6% in 1996 to 29.0% by the year 2010. As shown in Graph 1 (page 9), the trend without the recently passed .08 and open container laws was projected to reach 32.3% in 2008 and 30.8% in 2010.

Alcohol Related Fatal Crashes as a Percentage of All Fatal Crashes											
1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2008 Goal	2010 Goal
44.6%	40.7%	39.0%	40.5%	39.1%	38.2%	45.6%	43.1%	40.9%	35.9%	29.5%	29.0%

2. Reduce the average BAC at the time of arrest from 0.155 in 1995 to 0.090 by the year 2010. The .08 law enacted in 2004 and the open container law enacted in 2005 will help in achieving this goal.

Average BAC at Time of Arrest											
1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2008 Goal	2010 Goal
0.155	0.150	0.151	0.135	0.130	0.134	0.128	0.120	0.156	0.160	0.095	0.090

3. Reduce the total number of crashes per 100 million vehicle miles of travel from a high of 307.1 in 2002 to 289.7 by the year 2010. This measure adds fatal, injury and property damage only crashes and reflects holding property damage only crashes per 100 million VMT to 223.5 (2004 actual) in 2008 and 2010. As shown in Graph 2 (page 9), this overall goal is substantially below what is expected if past increases continue. Graph 5 (page 11) shows trends in the property damage only crash rate.

All Police-Reported Crashes per 100 Million Vehicle Miles Traveled											
1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2008 Goal	2010 Goal
279.8	283.6	281.2	280.7	283.4	288.4	305.8	307.1	299.3	294.9	292.0	289.7

4. Reduce the fatal crash rate (number of crashes) from 1.62 per 100 million vehicle miles of travel in 1995 to 1.00 by the year 2008 and maintain at 1.00 through 2010. The goal is below what might be achieved from continuation of past trends (see Graph 3, page 10). The State goal is based on the federal goal of 1.0 fatalities per 100 million VMT for 2008.

Fatal Crashes per 100 Million Vehicle Miles Traveled											
1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2008 Goal	2010 Goal
1.62	1.54	1.42	1.40	1.37	1.47	1.50	1.56	1.31	1.30	1.00	1.00

5. Reduce the injury crash rate from 87.3 per 100 million vehicle miles of travel in 1995 to 65.3 by the year 2010. The 2010 goal appears to be possible based on statistical analysis of recent trends (see Graph 4, page 10).

Injury Crashes per 100 Million Vehicle Miles Traveled											
1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2008 Goal	2010 Goal
87.3	84.8	74.1	77.6	77.8	76.3	80.3	77.1	73.9	70.1	67.6	65.3

6. Reduce the number of motorcycle crashes per 1,000 motorcycle registrations from the recent high of 19.0 in 2002 to 15.0 by the year 2008 (1998 actual level), which will require targeted efforts for high-risk motorcyclists.

Number of Motorcycle Crashes per 1,000 Motorcycle Registrations											
1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2008 Goal	2010 Goal
15.9	15.9	14.2	15.0	16.2	17.9	18.2	19.0	18.1	17.8	15.0	15.0

7. Continue efforts to improve data and traffic records systems and begin implementation of traffic records assessment performed in FFY 2005. In FFY 2006, create a statewide coalition of state agencies that will address each of the 80 traffic records recommendations through strategic planning.

8. Increase the statewide overall seat belt use rate to 82.5% by the year 2008 and to 85.0% by the year 2010. As shown in Graph 6 (page 11), this goal is slightly higher than what is expected if past trends continue. In addition to enhanced communication, focused media and enforcement of existing seat belt laws, other measures, such as a primary seat belt law, may be necessary to achieve this goal.

Observed Seat Belt Use in Colorado from Annual Observational Survey											
1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2008 Goal	2010
55.5%	55.6%	59.9%	66.0%	65.2%	65.1%	72.1%	73.2%	77.7%	79.3%	82.5%	85.0%

9. Increase seat belt usage in rural Colorado from 50% in 1995 to 81.0% by the year 2010. This must be achieved to reach the 85% goal for overall seat belt use in the state.

Observed Seat Belt Use in Rural Colorado											
1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2008 Goal	2010 Goal
50.0%	48.1%	52.7%	60.0%	59.2%	59.2%	66.9%	67.1%	71.9%	76.4%	79.1%	81.0%

10. Increase the use of seat belts by front seat occupants of passenger cars from 61.0% in 1995 to 88.0% by the year 2010. This is consistent with the 85% goal for overall seatbelt use in the state.

Observed Seat Belt Use in Passenger Cars											
1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2008 Goal	2010 Goal
61.0%	61.5%	65.3%	71.2%	70.7%	70.2%	74.2%	76.6%	80.9%	80.7%	86.1%	88.0%

11. Increase the use of seat belts by front seat occupants of light trucks from 36.1% in 1995 to 72.0% by the year 2010. This is consistent with the 85% goal for overall seatbelt use in the state.

Observed Seat Belt Use in Light Trucks											
1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2008 Goal	2010 Goal
36.1%	38.5%	41.9%	50.8%	49.8%	50.7%	56.4%	59.1%	64.7%	68.3%	70.1%	72.0%

12. Increase the car seat use for children to 92.0% by the year 2010. This goal assumes increased resources devoted to this issue statewide.

Car Seat and Belt Use by Children									
1997	1998	1999	2000	2001	2002	2003	2004	2008 Goal	2010 Goal
79.0%	88.1%	N/A	79.3%	79.2%	79.6%	88.5%	83.4%	90.0%	92.0%

N/A – Not Available, no survey done

13. Increase seat belt use by children ages 5 to 15 to 80.0% by 2010, based on increased resources devoted to target population statewide.

Seat Belt Use by Children Ages 5 to 15 by 2005									
1997	1998	1999	2000	2001	2002	2003	2004	2008 Goal	2010 Goal
48.8%	46.1%	N/A	43.8%	61.0%	59.7%	71.8%	69.3%	76.5%	80.0%

N.A – Not Available, no survey done

14. Reduce the rate of involvement in alcohol related fatal crashes of underage drinking drivers from 16.8% in 2004 to 12.9% in 2008 and 2010. The 12.9% level was last achieved in 2000.

Percentage Fatal Crashes with Underage Drinking Drivers to All A/R Fatal Crashes											
1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2008 Goal	2010 Goal
11.9%	8.7%	14.6%	14.1%	16.6%	12.9%	15.9%	15.9%	13.3%	16.8%	12.9%	12.9%

15. Reduce the involvement in crashes of drivers ages 21 to 34 from 68.0% in 1995 to 32.0% by the year 2010. This goal is based on statistical analysis of crash trends.

Drivers Ages 21 to 34 as a Percentage of All Drivers Involved in a Crash											
1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2008 Goal	2010 Goal
68.0%	68.0%	41.2%	49.1%	48.6%	40.4%	35.7%	37.2%	36.0%	33.3%	32.5%	32.0%

16. Reduce the percentage of drivers involved in alcohol related fatal crashes who are between the ages of 21 and 34 from 46.7% in 1995 to 36.7% by the year 2008 and maintain the 2008 goal through 2010. This would reduce the percentage to a recent low of 36.7%.

Drivers Ages 21 to 34 as a Percentage of All Drinking Drivers Involved in Fatal Crashes (BAC>0.05)											
1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2008 Goal	2010 Goal
46.7%	44.3%	42.3%	36.7%	38.6%	40.5%	38.6%	41.0%	40.7%	42.6%	36.7%	36.7%

17. Reduce fatalities (individual deaths per crash) per 100 million vehicle miles traveled to 1.00 in the year 2008. The State goal is based on the federal goal of 1.0 fatalities per 100 million VMT for 2008. The 2010 goal maintains the 2008 goal. As shown in Graph 7 (page 12), the fatality rate is expected to fall based on continuation of past trends, but not by as much as the 2008 goal. The .08 legislation passed in 2004 and open container legislation passed in 2005 will help the state further lower the fatality rate to meet this goal.

Fatalities per 100 Million Vehicle Miles Traveled											
1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2008 Goal	2010 Goal
1.83	1.71	1.62	1.60	1.54	1.63	1.73	1.71	1.48	1.46	1.00	1.00

APPENDIX A - **FINANCIAL PROGRAMS**

- FFY 2006 – Financial Program
 - Program Funding
 - Program Projects

- FFY 2007 – Financial Program
 - Program Funding
 - Program Projects

- FFY 2008 – Financial Program
 - Program Funding
 - Program Projects

FY2006 Program	Transportation Commission Safety	RRX	HE/Other	State Highway (Engineer)	Construction Transfer to AL402 or HES²	Local Funds	OP Incentive	OP Innovative	Base Transportation Safety	Alcohol BAC	Alcohol Incentive	Information System Improvements	FARS	State Match for 402 (Safety)	State Highway Fund	MOST & LEAF	Total
Title 23 USC Funding Source	(Sec 103)¹+(Sec 119)¹	(Sec 130)¹	(Sec 152)¹+Other	(HAA402)	(#13829)	(HAA0000)	(Sec 157_A)	(Sec 157_B)	(Sec 402)	(Sec 163)	(Sec 410)	(Sec 408)		(State)	(State)	(State)	
FY2006 Amounts (Un-Matched Funds)	\$ 3,768,000	\$ 2,202,728	\$ 14,851,452	\$ 31,251,863		\$ 33,041	\$ -	\$ -	\$ 3,003,196	\$ 1,412,930		\$ 556,000	\$ 125,000	\$ 180,000	\$ 250,000	\$ 2,300,500	\$ 59,934,710
Transportation Commission Safety Enhancement Funds	\$ 5,339,000			\$ 180,000													\$ 5,519,000
Transferred to Regions for MLOS Signing and Striping				\$ (25,319,000)													\$ (25,319,000)
Estimated Carryover/Savings		\$ 4,835,755	\$ 30,600	\$ 405,462	\$ 80,000	\$ 59,153			\$ 270,811	\$ 28,001	\$ 445,000						\$ 6,154,782
Sub-Total	\$ 9,107,000	\$ 7,038,483	\$ 14,882,052	\$ 6,518,325	\$ 80,000	\$ 92,194	\$ -	\$ -	\$ 3,274,007	\$ 1,440,931	\$ 445,000	\$ 556,000	\$ 125,000	\$ 180,000	\$ 250,000	\$ 2,300,500	\$ 46,289,492
Rockfall				\$ (3,000,000)													\$ (3,000,000)
Hazard Elimination			\$ (14,882,052)	\$ (1,653,562)	\$ (80,000)												\$ (16,615,614)
Rail Crossing		\$ (7,038,483)		\$ (747,836)		\$ (92,194)											\$ (7,878,513)
Hot Spots	\$ (2,244,000)																\$ (2,244,000)
Traffic Signals	\$ (1,524,000)																\$ (1,524,000)
Safety Needs/Resurfacing	\$ (5,339,000)																\$ (5,339,000)
Other Safety				\$ (936,927)													\$ (936,927)
Sub-Total	(9,107,000)	(7,038,483)	(14,882,052)	(6,338,325)	(80,000)	(92,194)	-	-	-	-	-	-	-	-	-	-	(37,538,054)
Planning, Administration, and Operations (Traffic Analysis)				\$ (180,000)					\$ (253,000)		\$ (32,000)			\$ (180,000)		\$ (205,000)	\$ (850,000)
Sub-Total	-	-	-	(180,000)	-	-	-	-	(253,000)	-	(32,000)	-	-	(180,000)	-	(205,000)	(850,000)
Traffic Records (Includes CDOT Staff)												\$ (556,000)	\$ (125,000)				\$ (681,000)
Sub-Total	-	-	-	-	-	-	-	-	-	-	-	(556,000)	(125,000)	-	-	-	(681,000)
Alcohol and Other Drug Countermeasures										\$ (1,083,931)	\$ (260,000)					\$ (1,500,000)	\$ (2,843,931)
Police Traffic Services										\$ (357,000)							\$ (357,000)
Young Drivers											\$ (153,000)						\$ (153,000)
Occupant Protection									\$ (1,096,000)								\$ (1,096,000)
Motorcycle Safety																\$ (555,500)	\$ (555,500)
Public Information and Education (Does not include Cone Zone)									\$ (1,146,000)							\$ (40,000)	\$ (1,186,000)
Safe Communities									\$ (250,707)								\$ (250,707)
Bicycle/Pedestrian Safety									\$ (102,000)								\$ (102,000)
Cone Zone Safety (Includes Public Info)									\$ (125,000)						\$ (250,000)		\$ (375,000)
Roadway Safety Traffic Engineering									\$ (301,300)								\$ (301,300)
Sub-Total	-	-	-	-	-	-	-	-	(3,021,007)	(1,440,931)	(413,000)	-	-	-	(250,000)	(2,095,500)	(7,220,438)
Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

¹ Dollars listed here are Un-Matched Federal Dollars. The remaining matching dollars are reflected in State Funds.

² Otherwise known as "Sanction" Funds.

FY2006 Program	Region	Description	Transportation Commission Safety	RRX	HE/Other	State Highway	Construction Transfer to AL402 or HES ²	Local Match ³	Total
	Title 23 USC Fund Source		(Sec 103) ¹ +(Sec 119) ¹	(Sec 130) ¹	(Sec 152) ¹	(HAA402)	Sanction	(HAA0000)	
	Safety Pool Source		SSFTY	LSFTY	SSFTY	SSFTY/LSFTY	13829	Local Pool	
Rockfall	All	Annual Rockfall Program (Administered by HQ Materials Lab - SA13830)				\$ (3,000,000)			\$ (3,000,000)
									\$ -
									\$ (3,000,000)
Hazard Elimination	1	SH285D 184-194 VMS for NB Adverse Weather Conditions			\$ (162,000)	\$ (18,000)			\$ (180,000)
	1	SH285D 196-206 VMS for SB Adverse Weather Conditions			\$ (162,000)	\$ (18,000)			\$ (180,000)
	1	SH091A 18.5-20 SH91 Near Copper Mountain Type 3 Guardrail on curves			\$ (225,000)	\$ (25,000)			\$ (250,000)
	1	SH091A 11.9-12.2 Cable Rail and Type 3 Guardrail on curves			\$ (135,000)	\$ (15,000)			\$ (150,000)
	1	SH025A 174.5-181 Median Guard Rail			\$ (722,082)	\$ (80,231)			\$ (802,313)
	1	SH070A Median Barrier E/O Eisenhower Tunnar			\$ (660,600)	\$ (73,400)			\$ (734,000)
	2	SH025A 129.75-133.5 I-25 near Fountain Guardrail and lighting			\$ (486,000)	\$ (54,000)			\$ (540,000)
	2	SH069A 66.5/72.5-67.5/73.5 2 Install beacons, chevrons, widen shoulders & guardrail			\$ (270,000)	\$ (30,000)			\$ (300,000)
	2	SH050B 381.5-383.5 Near La Junta shoulder widening, rumble strips and guardrail			\$ (360,000)	\$ (40,000)			\$ (400,000)
	2	SH045A 7.07-7.17 at 24th St in Pueblo Install new signal			\$ (162,000)	\$ (18,000)			\$ (180,000)
	2	SH105 @ Furrow Rd (Additional Funding)						\$ (80,000)	\$ (80,000)
	2	US50/16th/Main/15th in Canon City			\$ (216,000)	\$ (24,000)			\$ (240,000)
	2	US50A WB widening between Fortino and Wills Blvd in Pueblo - Design Phase			\$ (264,037)	\$ (29,338)			\$ (293,375)
	2	SH50B at SH209A (install a left-turn lane)			\$ (252,000)	\$ (28,000)			\$ (280,000)
	3	SH006D 99.2-99.28 at 9th in Silt Install roundabout (PE)			\$ (90,000)	\$ (10,000)			\$ (100,000)
	3	SH082 Carbondale to Aspen Dilemma Zone (Construction)			\$ (481,500)	\$ (53,500)			\$ (535,000)
	3	SH050 at Park Ave. and SH 550 at South 5th St. in Montrose General signal upgrades			\$ (675,000)	\$ (75,000)			\$ (750,000)
	3	SH114 Curve Correction/Rock Scaling			\$ (135,000)	\$ (15,000)			\$ (150,000)
	4	SH007 MP 25.9-29.5 Slope flattening, guardrail, delineators and signing			\$ (157,500)	\$ (17,500)			\$ (175,000)
	4	SH066 MP 46.1-50.7 Signs, delineators, shldr wdning, slpe fitning, clvrt extnsn & aux lns			\$ (180,000)	\$ (20,000)			\$ (200,000)
	4	SH287 MP 381.7-384.4 Slope flattening, wire safety fence, signing & rockfall mitigation			\$ (247,500)	\$ (27,500)			\$ (275,000)
	4	SH006 MP 388.9-397.6 Shoulder widening, delineators and signing			\$ (180,000)	\$ (20,000)			\$ (200,000)
	4	SH034 MP 119.17-119.19 Signs and flashing beacons			\$ (112,500)	\$ (12,500)			\$ (125,000)
	4	Ramp Metering Project on SH36 at Various Locations			\$ (360,900)	\$ (40,100)			\$ (401,000)
	5	SH141A Curve Correction (PE of \$200k taken in FY05)			\$ (450,000)	\$ (50,000)			\$ (500,000)
	5	To be determined additional projects			\$ (296,933)	\$ (32,993)			\$ (329,926)
	6	SH391A 9.04-9.14 (W 44th Ave) Signal upgrades, luminaires, curb/sidewalk work, dilemma zone			\$ (315,000)	\$ (35,000)			\$ (350,000)
	6	SH391A 8.45-8.53 (W 38th Ave) Signal upgrades, luminaires, curb/sidewalk work, dilemma zone			\$ (315,000)	\$ (35,000)			\$ (350,000)
	6	SH285D @ C-470 - WB to NB Ramp Improvements			\$ (270,000)	\$ (30,000)			\$ (300,000)
	6	SH121A 17.26-17.35 (W 53rd Ave) Signal upgrades, luminaires, curb/sidewalk work, dilemma zone			\$ (360,000)	\$ (40,000)			\$ (400,000)
	6	SH121A 4.89-4.98 (Crestline Ave) Signal upgrades, luminaires, curb/sidewalk work, dilemma zone			\$ (360,000)	\$ (40,000)			\$ (400,000)
	6	SH121A 5.30-5.41 (Bellevue Ave) Signal upgrades, luminaires, curb/sidewalk work, dilemma zone			\$ (360,000)	\$ (40,000)			\$ (400,000)
	6	SH121A 17.10-17.20 (W 52nd Ave) Signal upgrades, luminaires, curb/sidewalk work, dilemma zone			\$ (456,300)	\$ (50,700)			\$ (507,000)
	6	Ramp Metering Project on SH36 at Various Locations			\$ (405,000)	\$ (45,000)			\$ (450,000)
	2	Union Blvd. and Fillmore St./Circle Dr in Co Springs, EB 3rd left turn lane & modify timing			\$ (180,000)	\$ (20,000)			\$ (200,000)
	3	31.5 Rd at SH 70B and E.5 Rd. Reconfiguration, ped improvements, channelization (\$15k taken in FY05,			\$ (436,500)	\$ (48,500)			\$ (485,000)
	3	Intersection of Patterson and 7th St in Grand Junction, right turn lane for EB traffic			\$ (178,200)	\$ (19,800)			\$ (198,000)
	4	SH257 at Weld County Road 74, north of Windsor Install new signal			\$ (315,000)	\$ (35,000)			\$ (350,000)
	4	SH287 at 29th St. in Loveland Signal upgrades with minor geometry changes			\$ (337,500)	\$ (37,500)			\$ (375,000)
	4	119th St. and Leon A. Wurl Pwky. in Erie, Geometric improvements and signalization			\$ (450,000)	\$ (50,000)			\$ (500,000)
	4	Co Rd 74 near MP 4.40 and MP 16.45 and Co Rd 20 near MP 0.70 Guardrail installations			\$ (104,400)	\$ (11,600)			\$ (116,000)
6	SH391 from SH 40 to 15th, Raised median, SB double left at Colfax, protected only			\$ (472,500)	\$ (52,500)			\$ (525,000)	
6	SH121 at 5th, Signal upgrades, countdown ped timers, new lane signage			\$ (234,000)	\$ (26,000)			\$ (260,000)	
6	SH008 at SH 121, Signal upgrades, protected only for NB lefts			\$ (202,500)	\$ (22,500)			\$ (225,000)	
6	SH 391 at Florida, Signal upgrades, protected only for NB and SB lefts			\$ (207,000)	\$ (23,000)			\$ (230,000)	
6	Kipling at 58th, Geometry changes, add and lengthen turn lanes, new signals			\$ (1,011,600)	\$ (112,400)			\$ (1,124,000)	
6	Intersection of SH 40 (Colfax) and Simms St. (Lakewood) (PE of \$25,000 Available in FY2004)			\$ (180,000)	\$ (20,000)			\$ (200,000)	
6	Alameda at Garrison, Signal upgrades			\$ (202,500)	\$ (22,500)			\$ (225,000)	
6	Advanced PE for 5 Locations (SH30 @ Florence, Akron, Popular : SH40 @ Krameria, Glenarm/Fox)			\$ (85,500)	\$ (9,500)			\$ (95,000)	
									\$ (16,615,614)

FY2006 Program		Region	Description	Transportation Commission Safety	RRX	HE/Other	State Highway	Construction Transfer to AL402 or HES ²	Local Match ³	Total
Title 23 USC Fund Source				(Sec 103) ¹ +(Sec 119) ¹	(Sec 130) ¹	(Sec 152) ¹	(HAA402)	Sanction	(HAA0000)	
Safety Pool Source				SSFTY	LSFTY	SSFTY	SSFTY/LSFTY	13829	Local Pool	
Rail Crossing	1		5th St. E/O Perry in Castle Rock (UPRR)		\$ (250,000)					\$ (250,000)
	2		CR Z W/O US 350 near La Junta (BNSF)		\$ (180,000)					\$ (180,000)
	2		CR 18 S/O US 50 near Rocky Ford (BNSF)		\$ (180,000)					\$ (180,000)
	2		CR 30.5 S/O US 50 near Holly (BNSF)		\$ (185,000)					\$ (185,000)
	3		CR G.8 N/E of Palisade (UPRR)		\$ (180,000)					\$ (180,000)
	3		G Rd at US 6 W/O Palisade (UPRR)		\$ (180,000)					\$ (180,000)
	3		Delta Rail Corridor Realignment (UPRR)		\$ (850,000)				\$ (100,000)	\$ (950,000)
	4		CR 62 in Wellington (BNSF)		\$ (99,064)				\$ (2,972)	\$ (102,036)
	4		4th St. in Fort Lupton (UPRR)		\$ (180,000)					\$ (180,000)
	4		US 34 E/O CR 13 near Windsor (GWR)		\$ (180,000)					\$ (180,000)
	4		SH 257 S/O Garden Lane in Windsor (GWR)		\$ (180,000)					\$ (180,000)
	4		57th St. at BNSF in Loveland (BNSF)		\$ (50,000)				\$ (5,000)	\$ (55,000)
	5		US 285-East, Alamosa (SL&RG) 4 Crossings		\$ (800,000)					\$ (800,000)
	6		SH 121 (Wadsworth Bypass) at Grandview (BNSF)		\$ (900,000)		\$ (220,000)			\$ (1,120,000)
6		Quebec NB and SB at Smith Rd. (UPRR)		\$ (50,000)					\$ (50,000)	
All			Roll Forward for FY07 Projects		\$ (2,594,419)		\$ (527,836)		\$ 15,778	\$ (3,106,477)
					\$ (7,038,483)	\$ -	\$ (747,836)	\$ -	\$ (92,194)	\$ (7,878,513)
Hot Spots	1		Region "Hot Spot" Money	\$	(374,000)					\$ (374,000)
	2		Region "Hot Spot" Money	\$	(374,000)					\$ (374,000)
	3		Region "Hot Spot" Money	\$	(374,000)					\$ (374,000)
	4		Region "Hot Spot" Money	\$	(374,000)					\$ (374,000)
	5		Region "Hot Spot" Money	\$	(374,000)					\$ (374,000)
	6		Region "Hot Spot" Money	\$	(374,000)					\$ (374,000)
										\$ (2,244,000)
Traffic Signals	1		Region "Traffic Signal" Money	\$	(254,000)					\$ (254,000)
	2		Region "Traffic Signal" Money	\$	(254,000)					\$ (254,000)
	3		Region "Traffic Signal" Money	\$	(254,000)					\$ (254,000)
	4		Region "Traffic Signal" Money	\$	(254,000)					\$ (254,000)
	5		Region "Traffic Signal" Money	\$	(254,000)					\$ (254,000)
	6		Region "Traffic Signal" Money	\$	(254,000)					\$ (254,000)
										\$ (1,524,000)
Safety Needs/ Resurfacing	1		Region "Safety Resurfacing" Money	\$	(698,685)					\$ (698,685)
	2		Region "Safety Resurfacing" Money	\$	(879,317)					\$ (879,317)
	3		Region "Safety Resurfacing" Money	\$	(794,729)					\$ (794,729)
	4		Region "Safety Resurfacing" Money	\$	(1,221,067)					\$ (1,221,067)
	5		Region "Safety Resurfacing" Money	\$	(578,724)					\$ (578,724)
	6		Region "Safety Resurfacing" Money	\$	(1,166,478)					\$ (1,166,478)
										\$ (5,339,000)
Other Safety	All		Other Safety Projects (TBD)				\$ (936,927)			\$ (936,927)
										\$ -
										\$ -
										\$ -
										\$ (936,927)

FY2006 Program		Description	OP Incentive	OP Innovative	Transportation Safety	AL BAC	AL Incentive	Information System Improvements	FARS	State Match for 402 (Safety)	State Highway Fund	MOST & LEAF	Total	Local Benefit	Agency Match
			(Sec 157A)	(Sec 157B)	(Sec 402)	(Sec 163)	(Sec 410)	(Sec 408)			(State)	(State)			
Planning, Administration, and Operations (Traffic Analysis)	06-12-98	Program Support			\$ 253,000		\$ 32,000					\$ 205,000	\$ 490,000		
	06-11-97	Program Administration			\$ 180,000					\$ 180,000			\$ 360,000		
			\$ -		\$ 433,000		\$ 32,000			\$ 180,000		\$ 205,000	\$ 850,000		
Traffic Records (Includes CDOT Staff)	06.04.41.01	Traffic Records Update						\$ 15,000					\$ 15,000		
	06.04.41.02	Data Conversion and Web Application						\$ 120,000					\$ 120,000		
	06.04.41.03	CSP System Enhancement						\$ 50,000					\$ 50,000		
	06.04.41.04	Problem Identification						\$ 175,000					\$ 175,000		
	06.04.41.05	Seatbelt Surveys						\$ 141,000					\$ 141,000	\$ 63,585	
	06.04.41.06	EMS						\$ 25,000					\$ 25,000		
	06.04.41.07	Impaired Driving Program Assessment						\$ 30,000					\$ 30,000		
		FARS								\$ 125,000				\$ 125,000	
				\$ -			\$ 556,000	\$ 125,000					\$ 681,000	\$ -	\$ 63,585
Alcohol and Other Drug Countermeasures	06.01.11.01	DUI Enforcement Training				\$ 50,000							\$ 50,000	\$ 50,000	\$ -
	06.01.11.02	College DUI Prevention				\$ 120,000							\$ 120,000	\$ 120,000	\$ 117,217
	06.01.11.03	Weld County Sheriff Impaired Driving				\$ 135,000							\$ 135,000	\$ 159,670	\$ 24,670
	06.01.11.04	Young Male Driver Impaired Driving Prevention				\$ 76,380							\$ 76,380	\$ 76,380	\$ 45,000
	06.01.11.05	Train the Trainer Program				\$ 106,551							\$ 106,551	\$ 106,551	\$ 26,736
	06.01.11.06	Summit County Impaired Driving Prevention				\$ 91,000							\$ 91,000	\$ 91,000	\$ 69,112
	06.01.11.07	Drug Recognition Expert Training (DRE)				\$ 100,000							\$ 100,000	\$ 100,000	\$ -
	06.01.11.08	DRE Tech Transfer - National DUI/DRE Conference				\$ 20,000							\$ 20,000	\$ 20,000	\$ -
	06.01.11.09	DUI Overtime Enforcement (Drink, Drive, Lose!)				\$ 305,000							\$ 305,000	\$ 305,000	\$ 2,104,429
	06.01.11.10	Tech Transfer - Alcohol and Other Drug Countermeasures					\$ 10,000						\$ 10,000	\$ 10,000	\$ -
	06.01.11.11	DUI Checkpoint Colorado					\$ 250,000						\$ 250,000	\$ 250,000	\$ -
	06.01.11.12	LEAF - DUI Enforcement										\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ -
	06.01.11.13	Law Enforcement Coordinator				\$ 80,000							\$ 80,000	\$ 80,000	\$ -
				\$ -	\$ 1,083,931	\$ 260,000						\$ 1,500,000	\$ 2,843,931	\$ 2,868,601	\$ 2,387,164
Police Traffic Services	06.02.21.01	Hot Spot Enforcement in Golden				\$ 107,000							\$ 107,000	\$ 107,000	\$ 136,069
	06.02.21.02	Aggressive Driver Enforcement				\$ 250,000							\$ 250,000	\$ -	\$ 280,704
				\$ -	\$ 357,000								\$ 357,000	\$ 107,000	\$ 416,773
Young Drivers	06.03.31.01	Young Drivers Under Age Drinking Prevention Program					\$ 53,000						\$ 53,000	\$ 64,960	\$ 11,960
	06.03.31.02	High School Impaired Driving Prevention					\$ 100,000						\$ 100,000	\$ 100,000	\$ 86,078
				\$ -	\$ 153,000								\$ 153,000	\$ 164,960	\$ 98,038
Occupant Protection	06.06.61.01	Operation Buckle Down			\$ 84,000								\$ 84,000	\$ 84,000	\$ -
	06.06.61.02	Child Passenger Safety/CPS			\$ 200,000								\$ 200,000	\$ 200,000	\$ 98,750
	06.06.61.03	Preventing Motor Vehicle Injuries in Mesa County			\$ 61,000								\$ 61,000	\$ 61,000	\$ 29,486
	06.06.61.04	Latino Community Traffic Safety Program			\$ 145,000								\$ 145,000	\$ 145,000	\$ -
	06.06.61.05	African American Traffic Safety Program			\$ 100,000								\$ 100,000	\$ 100,000	\$ -
	06.06.61.06	CPS Mesa County Health Department			\$ 66,000								\$ 66,000	\$ 66,000	\$ 30,194
	06.06.61.07	Teen Seatbelt Education in Weld County			\$ 23,000								\$ 23,000	\$ 23,000	\$ 21,912
	06.06.61.08	Tech Transfer			\$ 10,000								\$ 10,000	\$ 10,000	\$ -
	06.06.61.09	Pueblo and San Luis Latino Community TSP			\$ 64,000								\$ 64,000	\$ 64,000	\$ 24,000
	06.06.61.10	Teen Traffic Safety Campaign			\$ 58,000								\$ 58,000	\$ 58,000	\$ 43,688
	06.06.61.11	Occupant Protection Enforcement/CSP			\$ 100,000								\$ 100,000	\$ 100,000	\$ 96,750
	06.06.61.12	Occupant Protection Enforcement - Various			\$ 185,000								\$ 185,000	\$ 185,000	\$ -
				\$ -	\$ 1,096,000								\$ 1,096,000	\$ 1,096,000	\$ 344,780
Motorcycle Safety	06.07.71.01	MOST										\$ 555,500	\$ 555,500	\$ 555,500	\$ -
													\$ 555,500	\$ -	\$ -
Public Information and Education (Does not include Cone Zone)	06.08.81.01	Public Information The Heat Is On!			\$ 400,000								\$ 400,000	\$ -	\$ -
	06.08.81.02	Staff Services DUI Prevention			\$ 71,000								\$ 71,000	\$ -	\$ -
	06.08.81.03	Staff Services Occupant Protection			\$ 75,000								\$ 75,000	\$ -	\$ -
	06.08.81.04	Public Information Click it or Ticket			\$ 400,000								\$ 400,000	\$ -	\$ -
	06.08.81.05	DUI Information Materials			\$ 50,000								\$ 50,000	\$ -	\$ -
	06.08.81.06	GDL Information Materials			\$ 100,000								\$ 100,000	\$ -	\$ -
	06.08.81.07	CPS Information Materials			\$ 50,000								\$ 50,000	\$ -	\$ -
	06.08.81.08	Media Campaign for Motorcycle Safety										\$ 40,000	\$ 40,000	\$ -	\$ -
				\$ -	\$ -	\$ 1,146,000	\$ -			\$ -	\$ 40,000	\$ 1,186,000	\$ -	\$ -	
Safe Communities	06.09.91.01	Weld County CPS Program			\$ 59,304								\$ 59,304	\$ 59,304	\$ 16,041
	06.09.91.02	Driving the Rockies Truck Safety Program			\$ 66,403								\$ 66,403	\$ 66,403	\$ 22,207
	06.09.91.03	Truck Safety Programs in Weld, Larimer and Adams			\$ 125,000								\$ 125,000	\$ 125,000	\$ 35,000
				\$ 250,707									\$ 250,707	\$ 250,707	\$ 73,248
Bicycle/Pedestrian Safety	06.10.95.01	Pedestrian and CPS Program			\$ 40,000								\$ 40,000	\$ 40,000	\$ 12,000
	06.10.95.02	Cycle Helmet Safety Program			\$ 40,000								\$ 40,000	\$ 40,000	\$ 40,000
	06.10.95.03	Helmet Safety			\$ 22,000								\$ 22,000	\$ 22,000	\$ 25,031
				\$ -	\$ 102,000							\$ 102,000	\$ 102,000	\$ 77,031	
Cone Zone Safety (Includes Public Info)	06-02-21-03	Maintenance Zone Enforcement			\$ 125,000								\$ 125,000	\$ 125,000	\$ -
	06-02-21-04	Construction Zone Enforcement									\$ 125,000		\$ 125,000	\$ -	\$ -
	06-08-81-09	Work Zone Safety									\$ 125,000		\$ 125,000	\$ -	\$ -
				\$ 125,000						\$ 250,000		\$ 375,000	\$ 375,000	\$ -	
Roadway Safety Traffic Engineering	06.05.51.01	Traffic Safety Engineering			\$ 105,000								\$ 105,000	\$ 91,000	\$ -
	06.05.51.02	Signs for Small Communities			\$ 24,000								\$ 24,000	\$ 21,000	\$ -
	06.05.51.03	Traffic Engineering Seminars			\$ 33,000								\$ 33,000	\$ 25,000	\$ -
	06.05.51.04	Work Zone Seminars			\$ 11,000								\$ 11,000	\$ 10,000	\$ -
	06.05.51.05	Traffic and Highway Engineering Training			\$ 98,000								\$ 98,000	\$ 10,000	\$ -
	06.05.51.06	Maintenance Incentive Program			\$ 3,500								\$ 3,500	\$ -	\$ -
	06.05.51.07	Informational Brochures & Reference Materials			\$ 24,200								\$ 24,200	\$ 12,100	\$ -
	06.05.51.08	Professional Memberships			\$ 2,600								\$ 2,600	\$ -	\$ -
				\$ 301,300								\$ 301,300	\$ 169,100	\$ -	

FY2007 Program	Transportation Commission Safety	RRX	HE/Other	State Highway (Engineer)	Construction Transfer to AL402 or HES²	Local Funds	OP Incentive	OP Innovative	Base Transportation Safety	Alcohol BAC	Alcohol Incentive	Information System Improvements	FARS	State Match for 402 (Safety)	Cone Zone	MOST & LEAF	Total	
Title 23 USC Funding Source	(Sec 103)¹+(Sec 119)¹	(Sec 130)¹	(Sec 152)¹	(HAA402)	(#13829)	(HAA0000)	(Sec 157_A)	(Sec 157_B)	(Sec 402)	(Sec 163)	(Sec 410)	(Sec 408)		(State)	(State)	(State)		
FY2007 Amounts (Un-Matched Funds)	\$ 7,214,000	\$ 2,518,000	\$ 13,361,600	\$ 29,006,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 52,100,000
Transportation Commission Safety Enhancement Funds	\$ 5,283,000																	\$ 5,283,000
Transferred to Regions for MLOS Signing and Striping				\$ (26,205,000)														\$ (26,205,000)
Estimated Carryover/Savings		\$ 2,594,419	\$ 288,879															\$ 2,883,298
Sub-Total	\$ 12,497,000	\$ 5,112,419	\$ 13,650,479	\$ 2,801,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 34,061,298
Rockfall	\$ (2,700,000)			\$ (300,000)														\$ (3,000,000)
Hazard Elimination			\$ (13,650,479)	\$ (1,516,720)														\$ (15,167,199)
Rail Crossings		\$ (5,112,419)		\$ (529,747)														\$ (5,642,166)
Hot Spots	\$ (2,400,000)																	\$ (2,400,000)
Traffic Signals	\$ (1,650,000)																	\$ (1,650,000)
Safety Needs/ Resurfacing	\$ (5,283,000)																	\$ (5,283,000)
Other Safety	\$ (464,000)			\$ (454,933)														\$ (918,933)
Sub-Total	(12,497,000)	(5,112,419)	(13,650,479)	(2,801,400)	-	-	-	-	-	-	-	-	-	-	-	-	-	(34,061,298)
Planning, Administration, and Operations (Traffic Analysis)							\$ -		\$ -		\$ -			\$ -		\$ -		\$ -
Sub-Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Traffic Records (Includes CDOT Staff)									\$ -			\$ -	\$ -					\$ -
Sub-Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Alcohol and Other Drug Countermeasures									\$ -		\$ -					\$ -		\$ -
Police Traffic Services									\$ -									\$ -
Young Drivers									\$ -		\$ -							\$ -
Occupant Protection							\$ -	\$ -	\$ -									\$ -
Motorcycle Safety																\$ -		\$ -
Public Information and Education (Does not Include Work Zone)							\$ -	\$ -	\$ -		\$ -							\$ -
Safe Communities									\$ -									\$ -
Bicycle/Pedestrian Safety							\$ -		\$ -									\$ -
Cone Zone Safety (Includes Public Info)															\$ -			\$ -
Roadway Safety Traffic Engineering									\$ -									\$ -
Sub-Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

¹ Dollars listed here are Un-Matched Federal Dollars. The remaining matching dollars are reflected in State Funds.

² Otherwise known as "Sanction" Funds.

FY2007 Program		Region	Description	Transportation Commission Safety	RRX	HE/Other	State Highway	Construction Transfer to AL402 or HES ²	Local Match ³	Total	
Title 23 USC Fund Source				(Sec 103) ¹ +(Sec 119) ¹	(Sec 130) ¹	(Sec 152) ¹	(HAA402)	Sanction	(HAA0000)		
Safety Pool Source				SSFTY	LSFTY	SSFTY	SSFTY/LSFTY	13829	Local Pool		
Rockfall		All	Annual Rockfall Program (Administered by HQ Materials Lab)	\$ (2,700,000)			\$ (300,000)			\$ (3,000,000)	
										\$ -	
										\$ (3,000,000)	
Hazard Elimination		1	SH285/CR72 Intersection Relocation			\$ (484,200)	\$ (53,800)			\$ (538,000)	
		1	Region HES Program			\$ (71,423)	\$ (7,936)			\$ (79,359)	
		2	<i>US50/16th/Main/15th in Canon City - Construction</i>			\$ (1,066,639)	\$ (118,515)			\$ (1,185,154)	
		3	SH70Z 0.7-1.07 in Grand Junction Signal improvements, timing			\$ (135,000)	\$ (15,000)			\$ (150,000)	
		3	SH24A 173.25-174 near Tennessee Pass Flatten curves, add shoulders			\$ (261,000)	\$ (29,000)			\$ (290,000)	
		3	<i>SH6D 99.2-99.28 at 9th in Silt Install roundabout (PE of \$100k taken in FY06)</i>			\$ (270,000)	\$ (30,000)			\$ (300,000)	
		4	Region HES Program			\$ (1,018,095)	\$ (113,122)			\$ (1,131,217)	
		4	Region HES Program			\$ (450,000)	\$ (50,000)			\$ (500,000)	
		6	Region HES Program			\$ (2,997,212)	\$ (333,024)			\$ (3,330,236)	
											\$ -
		1	Local HES/HOS Program			\$ (591,410)	\$ (65,712)			\$ (657,122)	
		2	Local HES/HOS Program			\$ (1,135,340)	\$ (126,149)			\$ (1,261,489)	
		3	<i>SH70B 11.8-12 Peachtree Shopping Center Access Consolidation</i>			\$ (540,000)	\$ (60,000)			\$ (600,000)	
		3	<i>Local HES/HOS Program</i>			\$ (111,459)	\$ (12,384)			\$ (123,843)	
		4	SH52A 3.16-3.18 (N 95th St) Widen NB and SB approaches, turn lanes			\$ (135,000)	\$ (15,000)			\$ (150,000)	
		4	Local HES/HOS Program			\$ (948,670)	\$ (105,408)			\$ (1,054,078)	
		5	Local HES/HOS Program			\$ (330,268)	\$ (36,696)			\$ (366,964)	
		6	SH30A 3.83-3.83 (Parker Rd. at Havana) NB Accel lane for right turns (Aurora)			\$ (463,500)	\$ (51,500)			\$ (515,000)	
		6	<i>SH30A 2.53-2.53 SH 30 at Florence Signal upgrades (Denver) (PE of \$19k taken in FY06)</i>			\$ (149,400)	\$ (16,600)			\$ (166,000)	
		6	<i>SH30A 2.02-2.02 SH 30 at Akron Signal upgrades (Denver) (PE of \$19k taken in FY06)</i>			\$ (149,400)	\$ (16,600)			\$ (166,000)	
6	<i>SH40C 301.89-301.96 SH 40 at Krameria Signal upgrades (Denver) (PE of \$19k taken in FY06)</i>			\$ (149,400)	\$ (16,600)			\$ (166,000)			
6	<i>SH40C 297.69-297.72 SH 40 at Glenarm/Fox Signal upgrades (Denver) (PE of \$19k taken in FY06)</i>			\$ (149,400)	\$ (16,600)			\$ (166,000)			
6	<i>SH30A 0.76-0.76 SH 30 at Popular Signal upgrades (Denver) (PE of \$19k taken in FY06)</i>			\$ (149,400)	\$ (16,600)			\$ (166,000)			
6	Local HES/HOS Program			\$ (1,894,263)	\$ (210,474)			\$ (2,104,737)			
										\$ -	
										\$ (15,167,199)	

FY2007 Program	Region	Description	Transportation Commission Safety	RRX	HE/Other	State Highway	Construction Transfer to AL402 or HES ²	Local Match ³	Total
	Title 23 USC Fund Source		(Sec 103) ¹ +(Sec 119) ¹	(Sec 130) ¹	(Sec 152) ¹	(HAA402)	Sanction	(HAA0000)	
	Safety Pool Source		SSFTY	LSFTY	SSFTY	SSFTY/LSFTY	13829	Local Pool	
Rail Crossings	6	Monaco Between 42nd and Smith (UPRR)		\$ (205,000)					\$ (205,000)
	6	Havana Street N/O Smith Road (UPRR)		\$ (205,000)					\$ (205,000)
	6	York Street S/O 43rd Ave (UPRR)		\$ (205,000)					\$ (205,000)
	6	Josephine St and 42nd Ave (UPRR)		\$ (205,000)					\$ (205,000)
	1	Powhaton Rd. N/O Smith Rd. in Adams County (UPRR)		\$ (180,000)					\$ (180,000)
	2	Vision Lane near Pueblo (BNSF)		\$ (180,000)					\$ (180,000)
	4	Bridge St (SH 7) in Brighton (UPRR)		\$ (30,000)					\$ (30,000)
	4	CR DD near Akron (BNSF)		\$ (180,000)					\$ (180,000)
	6	Dartmouth E/O Tejon in Englewood (BNSF)		\$ (50,000)					\$ (50,000)
	6	SH 121 (Wadsworth Bypass) at Grandview (BNSF)		\$ (3,669,430)			\$ (529,747)		\$ (4,199,177)
All	Roll Forward		\$ (2,989)					\$ (2,989)	
				\$ (5,112,419)	\$ -	\$ (529,747)			\$ (5,642,166)
Hot Spots	1	Region "Hot Spot" Money	\$ (400,000)						\$ (400,000)
	2	Region "Hot Spot" Money	\$ (400,000)						\$ (400,000)
	3	Region "Hot Spot" Money	\$ (400,000)						\$ (400,000)
	4	Region "Hot Spot" Money	\$ (400,000)						\$ (400,000)
	5	Region "Hot Spot" Money	\$ (400,000)						\$ (400,000)
	6	Region "Hot Spot" Money	\$ (400,000)						\$ (400,000)
									\$ -
									\$ (2,400,000)
Traffic Signals	1	Region "Traffic Signal" Money	\$ (275,000)						\$ (275,000)
	2	Region "Traffic Signal" Money	\$ (275,000)						\$ (275,000)
	3	Region "Traffic Signal" Money	\$ (275,000)						\$ (275,000)
	4	Region "Traffic Signal" Money	\$ (275,000)						\$ (275,000)
	5	Region "Traffic Signal" Money	\$ (275,000)						\$ (275,000)
	6	Region "Traffic Signal" Money	\$ (275,000)						\$ (275,000)
									\$ -
									\$ (1,650,000)
Safety Needs/ Resurfacing	1	Region "Safety Resurfacing" Money	\$ (741,005)						\$ (741,005)
	2	Region "Safety Resurfacing" Money	\$ (881,489)						\$ (881,489)
	3	Region "Safety Resurfacing" Money	\$ (795,418)						\$ (795,418)
	4	Region "Safety Resurfacing" Money	\$ (1,112,002)						\$ (1,112,002)
	5	Region "Safety Resurfacing" Money	\$ (515,439)						\$ (515,439)
	6	Region "Safety Resurfacing" Money	\$ (1,237,647)						\$ (1,237,647)
									\$ -
									\$ (5,283,000)
Other Safety	All	Other Safety Project (TBD)	\$ (464,000)			\$ (454,933)			\$ (918,933)
									\$ -
									\$ -
									\$ -
									\$ -
									\$ (918,933)

FY2008 Program	Transportation Commission Safety	RRX	HE/Other	State Highway (Engineer)	Construction Transfer to AL402 or HES²	Local Funds	OP Incentive	OP Innovative	Base Transportation Safety	Alcohol BAC	Alcohol Incentive	Information System Improvements	FARS	State Match for 402 (Safety)	Cone Zone	MOST & LEAF	Total	
Title 23 USC Funding Source	(Sec 103)¹+(Sec 119)¹	(Sec 130)¹	(Sec 152)¹	(HAA402)	(#13829)	(HAA0000)	(Sec 157_A)	(Sec 157_B)	(Sec 402)	(Sec 163)	(Sec 410)	(Sec 408)		(State)	(State)	(State)		
FY2007 Amounts (Un-Matched Funds)	\$ 7,395,000	\$ 2,606,000	\$ 14,016,512	\$ 29,826,488	\$ -	\$ 39,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 53,883,000
Transportation Commission Safety Enhancement Funds	\$ 5,542,000																	\$ 5,542,000
Transferred to Regions for MLOS Signing and Striping				\$ (27,122,000)														\$ (27,122,000)
Estimated Carryover/Savings		\$ 2,989																\$ 2,989
Sub-Total	\$ 12,937,000	\$ 2,608,989	\$ 14,016,512	\$ 2,704,488	\$ -	\$ 39,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32,305,989
Rockfall	\$ (2,700,000)			\$ (300,000)														\$ (3,000,000)
Hazard Elimination			\$ (14,016,512)	\$ (1,557,388)														\$ (15,573,900)
Rail Crossings		\$ (2,608,989)		\$ (76,899)		\$ (39,000)												\$ (2,724,888)
Hot Spots	\$ (2,550,000)																	\$ (2,550,000)
Traffic Signals	\$ (1,800,000)																	\$ (1,800,000)
Safety Needs/ Resurfacing	\$ (5,542,000)																	\$ (5,542,000)
Other Safety	\$ (345,000)			\$ (770,201)														\$ (1,115,201)
Sub-Total	(12,937,000)	(2,608,989)	(14,016,512)	(2,704,488)	-	(39,000)	-	-	-	-	-	-	-	-	-	-	-	(32,305,989)
Planning, Administration, and Operations (Traffic Analysis)							\$ -		\$ -		\$ -			\$ -		\$ -		\$ -
Sub-Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Traffic Records (Includes CDOT Staff)									\$ -			\$ -	\$ -					\$ -
Sub-Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Alcohol and Other Drug Countermeasures									\$ -		\$ -					\$ -		\$ -
Police Traffic Services									\$ -									\$ -
Young Drivers									\$ -		\$ -							\$ -
Occupant Protection							\$ -	\$ -	\$ -									\$ -
Motorcycle Safety																\$ -		\$ -
Public Information and Education (Does not Include Work Zone)							\$ -	\$ -	\$ -		\$ -							\$ -
Safe Communities									\$ -									\$ -
Bicycle/Pedestrian Safety							\$ -		\$ -									\$ -
Cone Zone Safety (Includes Public Info)															\$ -			\$ -
Roadway Safety Traffic Engineering									\$ -									\$ -
Sub-Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

¹ Dollars listed here are Un-Matched Federal Dollars. The remaining matching dollars are reflected in State Funds.

² Otherwise known as "Sanction" Funds.

FY2008 Program		Region	Description	Transportation Commission Safety	RRX	HE/Other	State Highway	Construction Transfer to AL402 or HES ²	Local Match ³	Total	
Title 23 USC Fund Source				(Sec 103) ¹ +(Sec 119) ¹	(Sec 130) ¹	(Sec 152) ¹	(HAA402)	Sanction	(HAA0000)		
Safety Pool Source				SSFTY	LSFTY	SSFTY	SSFTY/LSFTY	13829	Local Pool		
Rockfall		All	Annual Rockfall Program (Administered by HQ Materials Lab)	\$ (2,700,000)			\$ (300,000)			\$ (3,000,000)	
										\$ -	
										\$ (3,000,000)	
Hazard Elimination		1	Region HES Program			\$ (575,079)	\$ (63,898)			\$ (638,977)	
		2	SH050A WB widening between Fortino and Wills Blvd in Pueblo - Construction			\$ (1,103,989)	\$ (122,665)			\$ (1,226,654)	
		3	Region HES Program			\$ (633,470)	\$ (70,385)			\$ (703,855)	
		4	Region HES Program			\$ (1,053,745)	\$ (117,083)			\$ (1,170,828)	
		5	Region HES Program			\$ (321,148)	\$ (35,683)			\$ (356,831)	
		6	Region HES Program			\$ (3,102,167)	\$ (344,685)			\$ (3,446,852)	
											\$ -
		1	Local HES/HOS Program			\$ (612,120)	\$ (68,013)			\$ (680,133)	
		2	Local HES/HOS Program			\$ (1,175,096)	\$ (130,566)			\$ (1,305,662)	
		3	Local HES/HOS Program			\$ (674,271)	\$ (74,919)			\$ (749,190)	
		4	Local HES/HOS Program			\$ (1,121,617)	\$ (124,624)			\$ (1,246,241)	
		5	Local HES/HOS Program			\$ (341,833)	\$ (37,981)			\$ (379,814)	
6	Local HES/HOS Program			\$ (3,301,977)	\$ (366,886)			\$ (3,668,863)			
										\$ -	
										\$ (15,573,900)	

FY2008 Program		Region	Description	Transportation Commission Safety	RRX	HE/Other	State Highway	Construction Transfer to AL402 or HES ²	Local Match ³	Total
Title 23 USC Fund Source				(Sec 103) ¹ +(Sec 119) ¹	(Sec 130) ¹	(Sec 152) ¹	(HAA402)	Sanction	(HAA0000)	
Safety Pool Source				SSFTY	LSFTY	SSFTY	SSFTY/LSFTY	13829	Local Pool	
Rail Crossings	6	Dahlia N/O Smith Rd. in Denver (UPRR)			\$ (195,000)					\$ (195,000)
	1	CR 28N(Manila Rd.) N/O US 36 in Adams County (UPRR)			\$ (180,000)					\$ (180,000)
	1	Denver Ave. N/O US 36 in Adams County (UPRR)			\$ (180,000)					\$ (180,000)
	2	CR 20.5 S/O US 50 near Rocky Ford (BNSF)			\$ (180,000)					\$ (180,000)
	2	CR 302 (Lime Rd.) near Pueblo (BNSF)			\$ (180,000)					\$ (180,000)
	2	Baker Ave. N/O SH 96 in Boone (BNSF)			\$ (25,000)					\$ (25,000)
	2	CR 110 (Pace Rd.) near Pueblo (UPRR)			\$ (180,000)					\$ (180,000)
	3	CR 57 (Barnard Rd.) S/O US 40 near Granby (UPRR)			\$ (180,000)					\$ (180,000)
	4	W. Lake St. at BNSF in Fort Collins (BNSF)			\$ (180,000)					\$ (180,000)
	4	CR 30 E/O US 85 near Platteville (UPRR)			\$ (180,000)					\$ (180,000)
	4	CR 56 E/O CR 19, Near Fort Collins (UPRR)			\$ (180,000)					\$ (180,000)
All	Future Structures Project			\$ (768,989)			\$ (76,899)		\$ (39,000)	\$ (884,888)
					\$ (2,608,989)		\$ (76,899)			\$ (2,724,888)
Hot Spots	1	Region "Hot Spot" Money		\$ (425,000)						\$ (425,000)
	2	Region "Hot Spot" Money		\$ (425,000)						\$ (425,000)
	3	Region "Hot Spot" Money		\$ (425,000)						\$ (425,000)
	4	Region "Hot Spot" Money		\$ (425,000)						\$ (425,000)
	5	Region "Hot Spot" Money		\$ (425,000)						\$ (425,000)
	6	Region "Hot Spot" Money		\$ (425,000)						\$ (425,000)
										\$ -
										\$ (2,550,000)
Traffic Signals	1	Region "Traffic Signal" Money		\$ (300,000)						\$ (300,000)
	2	Region "Traffic Signal" Money		\$ (300,000)						\$ (300,000)
	3	Region "Traffic Signal" Money		\$ (300,000)						\$ (300,000)
	4	Region "Traffic Signal" Money		\$ (300,000)						\$ (300,000)
	5	Region "Traffic Signal" Money		\$ (300,000)						\$ (300,000)
	6	Region "Traffic Signal" Money		\$ (300,000)						\$ (300,000)
										\$ -
										\$ (1,800,000)
Safety Needs/ Resurfacing	1	Region "Safety Resurfacing" Money		\$ (777,333)						\$ (777,333)
	2	Region "Safety Resurfacing" Money		\$ (924,704)						\$ (924,704)
	3	Region "Safety Resurfacing" Money		\$ (834,414)						\$ (834,414)
	4	Region "Safety Resurfacing" Money		\$ (1,166,518)						\$ (1,166,518)
	5	Region "Safety Resurfacing" Money		\$ (540,708)						\$ (540,708)
	6	Region "Safety Resurfacing" Money		\$ (1,298,323)						\$ (1,298,323)
										\$ -
										\$ (5,542,000)
Other Safety	All	Other Safety Project (TBD)		\$ (345,000)			\$ (770,201)			\$ (1,115,201)
										\$ -
										\$ -
										\$ -
										\$ -
										\$ -
										\$ (1,115,201)

APPENDIX B – **PROGRAM TASK** **DESCRIPTIONS**

- **2006 Roadway Projects**
- **2006 Safety Education and Enforcement Programs**
- **2006 – 2008 Rockfall**
- **2006 – 2008 Rail Crossing Protection Program**



FEDERAL HAZARD ELIMINATION PROGRAM

Hazard Elimination Project: SH285D 184-194 (FY 06)

Description: VMS for NB direction

Requestor: Region 1

Evaluation Measure:

Cost Summary:

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

Hazard Elimination Project: SH285D 196-206 (FY 06)

Description: VMS for SB direction

Requestor: Region 1

Evaluation Measure:

Cost Summary:

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

Hazard Elimination Project: SH91A 18.5-20.0 (FY 06)

Description: Type 3 Guardrail on curves

Requestor: Region 1

Evaluation Measure:

Cost Summary:

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

Hazard Elimination Project: SH91A 11.9-12.2 (FY 06)

Description: Cable Rail and Type 3 Guardrail on curves

Requestor: Region 1

Evaluation Measure:

Cost Summary:

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

Hazard Elimination Project: SH025A 174.5-181.0 (FY 06)

Description: Median Barrier

Requestor: Region 1

Evaluation Measure:

Cost Summary:

Federal Funds: \$	722,082
State Funds: \$	80,231
Local Funds: \$	-
Total: \$	802,313

Hazard Elimination Project: SH070A 215-221 (FY 06)

Description: Median Barrier

Requestor: Region 1

Evaluation Measure:

Cost Summary:

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

Hazard Elimination Project: SH285 and CR72 (FY 07)

Description: Intersection Relocation

Requestor: Region 1

Evaluation Measure:

Cost Summary:

Federal Funds: \$	484,200
State Funds: \$	53,800
Local Funds: \$	-
Total: \$	538,000

Hazard Elimination Project: SH25A 129.75-133.50 (FY 06)

Description: Guardrail and lighting

Requestor: Region 2

Evaluation Measure:

Cost Summary:

Federal Funds: \$	486,000
State Funds: \$	54,000
Local Funds: \$	-
Total: \$	540,000

Hazard Elimination Project: SH69A 66.5/72.5-67.5/73.5 2 (FY 06)

Description: Install beacons, chevrons, shoulders & guardrail

Requestor: Region 2

Evaluation Measure:

Cost Summary:

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

Hazard Elimination Project: SH50B 381.5-383.5 (FY 06)

Description: Shoulder widening, rumble strips and guardrail

Requestor: Region 2

Evaluation Measure:

Cost Summary:

Federal Funds: \$	360,000
State Funds: \$	40,000
Local Funds: \$	-
Total: \$	400,000

Hazard Elimination Project: SH45A 7.07-7.17 (FY 06)

Description: Install new signal

Requestor: Region 2

Evaluation Measure:

Cost Summary:

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

Hazard Elimination Project: SH105 @ Furrow Rd (FY 06)

Description: Lt Turn Lanes (Additional Funding)

Requestor: Region 2

Evaluation Measure:

Cost Summary:

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

Hazard Elimination Project: US50/16th/Main/15th in Canon City - Design (FY06)

Description:

Requestor: Region 2

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	216,000
State Funds:	\$	24,000
Local Funds:	\$	-
Total:	\$	240,000

Hazard Elimination Project: US50A WB Fortino to Wills Blvd, Pueblo (FY06)

Description: Lane Widening, Protected Lefts, Access Improvements

Requestor: Region 2 (Design Phase)

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	264,037
State Funds:	\$	29,338
Local Funds:	\$	-
Total:	\$	293,375

Hazard Elimination Project: SH050B at SH209A (FY06)

Description: Install Left Turn Lane

Requestor: Region 2

Evaluation Measure:

Cost Summary:

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

Hazard Elimination Project: US50/16th/Main/15th in Canon City - Construction (FY07)

Description:

Requestor: Region 2

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	1,066,639
State Funds:	\$	118,515
Local Funds:	\$	-
Total:	\$	1,185,154

Hazard Elimination Project: US50A WB Fortino to Wills Blvd, Pueblo - Const (FY08)

Description:

Requestor: Region 2

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	1,080,000
State Funds:	\$	120,000
Local Funds:	\$	-
Total:	\$	1,200,000

Hazard Elimination Project: SH6D 99.2-99.28 (FY 06)

Description: Silt Roundabout (PE)

Requestor: Region 3

Evaluation Measure:

Cost Summary:

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

Hazard Elimination Project: SH 82 Carbondale to Aspen (FY 06)

Description: Dilema Zone (Construction)

Requestor: Region 3

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	481,500
State Funds:	\$	53,500
Local Funds:	\$	-
Total:	\$	535,000

Hazard Elimination Project: SH 50 @ Park Ave and SH 550 @ S 5th St

Description: Signal Upgrades

Requestor: Region 3

Evaluation Measure:

Cost Summary:

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

Hazard Elimination Project: SH 114 S/O SH 50 MP 0 - 18

Description: Curve Corrections and Rock Scaling

Requestor: Region 3

Evaluation Measure:

Cost Summary:

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

Hazard Elimination Project: SH70Z 0.70-1.07 (FY 07)

Description: Signal improvements, timing

Requestor: Region 3

Evaluation Measure:

Cost Summary:

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

Hazard Elimination Project: SH24A 173.25-174.00 (FY 07)

Description: Flatten curves, add shoulders

Requestor: Region 3

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	261,000
State Funds:	\$	29,000
Local Funds:	\$	-
Total:	\$	290,000

Hazard Elimination Project: SH7 MP 25.9-29.5 (FY 06)

Description: Slope flattening, guardrail, delineators and signing

Requestor: Region 4

Evaluation Measure:

Cost Summary:

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

Hazard Elimination Project: SH66 MP 46.1-50.7 (FY 06)

Description: Signs, delineators, shoulders, slopes, & aux lanes

Requestor: Region 4

Evaluation Measure:

Cost Summary:

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

Hazard Elimination Project: SH287 MP 381.7-384.4 (FY 06)

Description: Slopes, wire fence, signing & rockfall mitigation

Requestor: Region 4

Evaluation Measure:

Cost Summary:

Federal Funds: \$	247,500
State Funds: \$	27,500
Local Funds: \$	-
Total: \$	275,000

Hazard Elimination Project: SH6 MP 388.9-397.6 (FY 06)

Description: Shoulder widening, delineators and signing

Requestor: Region 4

Evaluation Measure:

Cost Summary:

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

Hazard Elimination Project: SH34 MP 119.17-119.19 (FY 06)

Description: Signs and flashing beacons

Requestor: Region 4

Evaluation Measure:

Cost Summary:

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

Hazard Elimination Project: SH 36 Ramp Metering at Various Location

Description: Ramp Metering

Requestor: Region 4

Evaluation Measure:

Cost Summary:

Federal Funds: \$	360,900
State Funds: \$	40,100
Local Funds: \$	-
Total: \$	401,000

Hazard Elimination Project: SH 141 Uravan

Description: Curve Correction

Requestor: Region 5

Evaluation Measure:

Cost Summary:

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

Hazard Elimination Project: SH391A 9.04-9.14 (FY 06)

Description: Signal upgrades, luminaires, curb and sidewalks

Requestor: Region 6

Evaluation Measure:

Cost Summary:

Federal Funds: \$	198,773
State Funds: \$	151,227
Local Funds: \$	-
Total: \$	350,000

Hazard Elimination Project: SH391A 8.45-8.53 (FY 06)

Description: Signal upgrades, luminaires, curb and sidewalks

Requestor: Region 6

Evaluation Measure:

Cost Summary:

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

Hazard Elimination Project: SH285 @ C470

Description: WB to NB Ramp Improvements

Requestor: Region 6

Evaluation Measure:

Cost Summary:

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

Hazard Elimination Project: SH121A 17.26-17.35 (FY 06)

Description: Signal upgrades, luminaires, curb and sidewalks

Requestor: Region 6

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	360,000
State Funds:	\$	40,000
Local Funds:	\$	-
Total:	\$	400,000

Hazard Elimination Project: SH121A 4.89-4.98 (FY 06)

Description: Signal upgrades, luminaires, curb and sidewalks

Requestor: Region 6

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	360,000
State Funds:	\$	40,000
Local Funds:	\$	-
Total:	\$	400,000

Hazard Elimination Project: SH121A 5.30-5.41 (FY 06)

Description: Signal upgrades, luminaires, curb and sidewalks

Requestor: Region 6

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	360,000
State Funds:	\$	40,000
Local Funds:	\$	-
Total:	\$	400,000

Hazard Elimination Project: SH121A 17.10-17.20 (W 52nd Ave) (FY 06)

Description: Signal upgrades, luminaires, curb and sidewalks

Requestor: Region 6

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	456,300
State Funds:	\$	50,700
Local Funds:	\$	-
Total:	\$	507,000

Hazard Elimination Project: SH 36 Ramp Metering at Various Locations

Description: Ramp Metering

Requestor: Region 6

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	405,000
State Funds:	\$	45,000
Local Funds:	\$	-
Total:	\$	450,000

Hazard Elimination Project: Union Blvd. and Fillmore St./Circle Dr (FY 06)

Description: EB 3rd left turn lane & modify timing

Requestor: Colorado Springs

Evaluation Measure:

Cost Summary:

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

Hazard Elimination Project: 31.5 Rd at SH 70B and E.5 Rd. (FY 06)

Description: Reconfiguration, ped improvements, channelization

Requestor: Mesa County

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	436,500
State Funds:	\$	48,500
Local Funds:	\$	-
Total:	\$	485,000

Hazard Elimination Project: Patterson and 7th St. (FY 06)

Description: Right turn lane for EB traffic

Requestor: Grand Junction

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	178,200
State Funds:	\$	19,800
Local Funds:	\$	-
Total:	\$	198,000

Hazard Elimination Project: SH70B 11.8-12.0 (FY 07)

Description: Access Consolidation

Requestor: Mesa County

Evaluation Measure:

Cost Summary:

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

Hazard Elimination Project: SH 257 at Weld County Road 74 (FY 06)

Description: Install new signal

Requestor: Weld County

Evaluation Measure:

Cost Summary:

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

Hazard Elimination Project: SH 287 at 29th St. (FY 06)

Description: Signal upgrades with minor geometry changes

Requestor: Loveland

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	337,500
State Funds:	\$	37,500
Local Funds:	\$	-
Total:	\$	375,000

Hazard Elimination Project: 119th St. and Leon A. Wurl Pwky. (FY 06)

Description: Geometric improvements and signalization

Requestor: Erie

Evaluation Measure:

Cost Summary:

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

Hazard Elimination Project: CR 74 near MP 4.4/16.45 and CR 20 near MP 0.7 (FY06)

Description: Guardrail Installations

Requestor: Larimer County

Evaluation Measure:

Cost Summary:

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

Hazard Elimination Project: SH52A 3.16-3.18 (FY 07)

Description: Widen NB and SB approaches, turn lanes

Requestor: Boulder County

Evaluation Measure:

Cost Summary:

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

Hazard Elimination Project: SH 391 from SH 40 to 15th (FY 06)

Description: Raised median, SB double left, protected only

Requestor: Lakewood

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	472,500
State Funds:	\$	52,500
Local Funds:	\$	-
Total:	\$	525,000

Hazard Elimination Project: SH 121 at 5th (FY 06)

Description: Signal upgrades, ped timers, new lane signage

Requestor: Lakewood

Evaluation Measure:

Cost Summary:

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

Hazard Elimination Project: SH 8 at SH 121 (FY 06)

Description: Signal upgrades, protected only for NB lefts

Requestor: Lakewood

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	202,500
State Funds:	\$	22,500
Local Funds:	\$	-
Total:	\$	225,000

Hazard Elimination Project: SH 391 at Florida (FY 06)

Description: Signal upgrades, protected only for NB and SB lefts

Requestor: Lakewood

Evaluation Measure:

Cost Summary:

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

Hazard Elimination Project: Kipling at 58th (FY 06)

Description: Geometry changes and new signals

Requestor: Arvada

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	1,011,600
State Funds:	\$	112,400
Local Funds:	\$	-
Total:	\$	1,124,000

Hazard Elimination Project: SH 40 and Simms St. (FY 06)

Description: Intersection improvements

Requestor: Lakewood

Evaluation Measure:

Cost Summary:

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

Hazard Elimination Project: Alameda at Garrison (FY 06)

Description: Signal upgrades

Requestor: Lakewood

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	202,500
State Funds:	\$	22,500
Local Funds:	\$	-
Total:	\$	225,000

Hazard Elimination Project: Advanced PR for FY 07 Denver Signal Projects

Description: Signal upgrades

Requestor: Denver

Evaluation Measure:

Cost Summary:

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

Hazard Elimination Project: SH30A 3.83-3.83 Parker Rd at Havana (FY 07)

Description: NB Accel lane for right turns

Requestor: Aurora

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	463,500
State Funds:	\$	51,500
Local Funds:	\$	-
Total:	\$	515,000

Hazard Elimination Project: SH30A 2.53-2.53 (@ Florence) (FY 07)

Description: Signal upgrades

Requestor: Denver

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	149,400
State Funds:	\$	16,600
Local Funds:	\$	-
Total:	\$	166,000

Hazard Elimination Project: SH30A 2.02-2.02 (@ Akron) (FY 07)

Description: Signal upgrades

Requestor: Denver

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	149,400
State Funds:	\$	16,600
Local Funds:	\$	-
Total:	\$	166,000

Hazard Elimination Project: SH40C 301.89-301.96 (@ Krameria) (FY 07)

Description: Signal upgrades

Requestor: Denver

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	149,400
State Funds:	\$	16,600
Local Funds:	\$	-
Total:	\$	166,000

Hazard Elimination Project: SH40C 297.69-297.72 (@ Glenarm/Fox) (FY 07)

Description: Signal upgrades

Requestor: Denver

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	149,400
State Funds:	\$	16,600
Local Funds:	\$	-
Total:	\$	166,000

Hazard Elimination Project: SH30A 0.76-0.76 (@ Popular) (FY 07)

Description: Signal upgrades

Requestor: Denver

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	149,400
State Funds:	\$	16,600
Local Funds:	\$	-
Total:	\$	166,000



HOT SPOT PROGRAM

Region 1 "Hot Spot" Projects FY 2006

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

Requestor: Region 1

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	374,000
Local Funds:	\$	-
Total:	\$	374,000

Region 2 "Hot Spot" Projects FY 2006

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

Requestor: Region 2

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	374,000
Local Funds:	\$	-
Total:	\$	374,000

Region 3 "Hot Spot" Projects FY 2006

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

Requestor: Region 3

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	374,000
Local Funds:	\$	-
Total:	\$	374,000

Region 4 "Hot Spot" Projects FY 2006

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

Requestor: Region 4

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	374,000
Local Funds:	\$	-
Total:	\$	374,000

Region 5 "Hot Spot" Projects FY 2006

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

Requestor: Region 5

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	374,000
Local Funds:	\$	-
Total:	\$	374,000

Region 6 "Hot Spot" Projects FY 2006

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

Requestor: Region 6

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	374,000
Local Funds:	\$	-
Total:	\$	374,000

Region 1 "Hot Spot" Projects FY 2007

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

Requestor: Region 1

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	400,000
Local Funds:	\$	-
Total:	\$	400,000

Region 2 "Hot Spot" Projects FY 2007

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

Requestor: Region 2

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	400,000
Local Funds:	\$	-
Total:	\$	400,000

Region 3 "Hot Spot" Projects FY 2007

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

Requestor: Region 3

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	400,000
Local Funds:	\$	-
Total:	\$	400,000

Region 4 "Hot Spot" Projects FY 2007

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

Requestor: Region 4

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	400,000
Local Funds:	\$	-
Total:	\$	400,000

Region 5 "Hot Spot" Projects FY 2007

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

Requestor: Region 5

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	400,000
Local Funds:	\$	-
Total:	\$	400,000

Region 6 "Hot Spot" Projects FY 2007

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

Requestor: Region 6

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	400,000
Local Funds:	\$	-
Total:	\$	400,000

Region 1 "Hot Spot" Projects FY 2008

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

Requestor: Region 1

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	425,000
Local Funds:	\$	-
Total:	\$	425,000

Region 2 "Hot Spot" Projects FY 2008

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

Requestor: Region 2

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	425,000
Local Funds:	\$	-
Total:	\$	425,000

Region 3 "Hot Spot" Projects FY 2008

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

Requestor: Region 3

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	425,000
Local Funds:	\$	-
Total:	\$	425,000

Region 4 "Hot Spot" Projects FY 2008

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

Requestor: Region 4

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	425,000
Local Funds:	\$	-
Total:	\$	425,000

Region 5 "Hot Spot" Projects FY 2008

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

Requestor: Region 5

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	425,000
Local Funds:	\$	-
Total:	\$	425,000

Region 6 "Hot Spot" Projects FY 2008

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

Requestor: Region 6

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	425,000
Local Funds:	\$	-
Total:	\$	425,000



TRAFFIC SIGNALS PROGRAM

Region 1 "Traffic Signals" Projects, FY 2006

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

Requestor: Region 1

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	254,000
Local Funds:	\$	-
Total:	\$	254,000

Region 2 "Traffic Signals" Projects, FY 2006

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

Requestor: Region 2

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	254,000
Local Funds:	\$	-
Total:	\$	254,000

Region 3 "Traffic Signals" Projects, FY 2006

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

Requestor: Region 3

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	254,000
Local Funds:	\$	-
Total:	\$	254,000

Region 4 "Traffic Signals" Projects, FY 2006

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

Requestor: Region 4

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	254,000
Local Funds:	\$	-
Total:	\$	254,000

Region 5 "Traffic Signals" Projects, FY 2006

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

Requestor: Region 5

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	254,000
Local Funds:	\$	-
Total:	\$	254,000

Region 6 "Traffic Signals" Projects, FY 2006

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

Requestor: Region 6

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	254,000
Local Funds:	\$	-
Total:	\$	254,000

Region 1 "Traffic Signals" Projects, FY 2007

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

Requestor: Region 1

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	275,000
Local Funds:	\$	-
Total:	\$	275,000

Region 2 "Traffic Signals" Projects, FY 2007

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

Requestor: Region 1

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	275,000
Local Funds:	\$	-
Total:	\$	275,000

Region 3 "Traffic Signals" Projects, FY 2007

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

Requestor: Region 3

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	275,000
Local Funds:	\$	-
Total:	\$	275,000

Region 4 "Traffic Signals" Projects, FY 2007

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

Requestor: Region 4

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	275,000
Local Funds:	\$	-
Total:	\$	275,000

Region 5 "Traffic Signals" Projects, FY 2007

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

Requestor: Region 5

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	275,000
Local Funds:	\$	-
Total:	\$	275,000

Region 6 "Traffic Signals" Projects, FY 2007

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

Requestor: Region 6

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	275,000
Local Funds:	\$	-
Total:	\$	275,000

Region 1 "Traffic Signals" Projects, FY 2008

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

Requestor: Region 1

Evaluation Measure:

Cost Summary:

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

Region 2 "Traffic Signals" Projects, FY 2008

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

Requestor: Region 1

Evaluation Measure:

Cost Summary:

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

Region 3 "Traffic Signals" Projects, FY 2008

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

Requestor: Region 3

Evaluation Measure:

Cost Summary:

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

Region 4 "Traffic Signals" Projects, FY 2008

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

Requestor: Region 4

Evaluation Measure:

Cost Summary:

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

Region 5 "Traffic Signals" Projects, FY 2008

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

Requestor: Region 5

Evaluation Measure:

Cost Summary:

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

Region 6 "Traffic Signals" Projects, FY 2008

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

Requestor: Region 6

Evaluation Measure:

Cost Summary:

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



SAFETY RESURFACING PROGRAM



Region 1 "Safety Resurfacing" Money, FY 2006

Provides safety improvements while resurfacing through the Safety Assessment process.

Requestor: Region 1

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	698,685
Local Funds:	\$	-
Total:	\$	698,685

Region 2 "Safety Resurfacing" Money, FY 2006

Provides safety improvements while resurfacing through the Safety Assessment process.

Requestor: Region 2

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	879,317
Local Funds:	\$	-
Total:	\$	879,317

Region 3 "Safety Resurfacing" Money, FY 2006

Provides safety improvements while resurfacing through the Safety Assessment process.

Requestor: Region 3

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	794,729
Local Funds:	\$	-
Total:	\$	794,729

Region 4 "Safety Resurfacing" Money, FY 2006

Provides safety improvements while resurfacing through the Safety Assessment process.

Requestor: Region 4

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	1,221,067
Local Funds:	\$	-
Total:	\$	1,221,067

Region 5 "Safety Resurfacing" Money, FY 2006

Provides safety improvements while resurfacing through the Safety Assessment process.

Requestor: Region 5

Evaluation Measure:

Cost Summary:

Federal Funds: \$	-
State Funds: \$	578,724
Local Funds: \$	-
Total: \$	578,724

Region 6 "Safety Resurfacing" Money, FY 2006

Provides safety improvements while resurfacing through the Safety Assessment process.

Requestor: Region 6

Evaluation Measure:

Cost Summary:

Federal Funds: \$	-
State Funds: \$	1,166,478
Local Funds: \$	-
Total: \$	1,166,478

SAFETY EDUCATION AND ENFORCEMENT PROGRAM

PROGRAM ADMINISTRATION

Task Number **06-11-97-01**
Program Name **Planning and Administration**
Contractor **Safety and Traffic Engineering Staff**
Program Manager **Sandoval**

The Office of Transportation Safety as the designated state highway safety agency (Sections 21-1-126(3), 24-42-101 and 4-3-4-1, 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 Plan. Costs include salaries and related personnel benefits for the Governors' Representatives for Highway Safety and for other technical, administrative, and clerical staff, for the States' Highway Safety Offices. P&A costs also include other office costs, such as travel, equipment, supplies, rent and utility expenses.

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

<u>Cost Summary</u>	
Personal Services	\$273,000
Operating Expenses	\$49,000
Travel	\$20,000
Capital Equipment	\$18,000
Contractual Services	
Other (indirects)	
<u>Total</u>	<u>\$360,000</u>
CDOT Funds	\$180,000
Agency Funds	\$180,000
<u>Total</u>	<u>\$360,000</u>

Local Benefit

Capital Equipment Upgrades for personal computers, software peripherals, printers, and fax machines
Performance Measures None

PROGRAM SUPPORT

Task Number **06-12-98-01**
Program Name **Program Management – Impaired Driving**
Program Manager **Atencio/G. Davis/R. Davis/T. Long/Staff Safety**

Branch staff will develop, plan, coordinate and provide technical assistance and support for the activities in Alcohol and Other Drug Countermeasures, Police Traffic Services, Motorcycle Safety and 410 Alcohol Incentive Grant.

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

Evaluation Measure 2,772 hours
Funding Source \$80,000 in 402, \$32,000 in 410
Program Area Safety and Traffic Engineering Branch

<u>Cost Summary</u>	
Personal Services	\$83,000
Operating Expenses	\$19,800
Travel	\$7,200
Capital Equipment	
Contractual Services	
Other (indirects)	\$2,000
<u>Total</u>	<u>\$112,000</u>
CDOT Funds	\$112,000
Agency Funds	0
<u>Total</u>	<u>\$112,000</u>

Local Benefit

Capital Equipment None
Performance Measures None

Task Number **06-12-98-02**
Program Name **Program Management – Occupant Protection**
Program Manager **Erez/Jahn-Elfton/Lopez/Staff Safety**

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

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

Evaluation Measure 1,958 hours
Funding Source 402
Program Area Safety and Traffic Engineering Branch

<u>Cost Summary</u>	
Personal Services	\$82,400
Operating Expenses	\$13,000
Travel	\$4,600
Capital Equipment	
Contractual Services	
Other (indirects)	\$2,000
Total	\$102,000
CDOT Funds	\$102,000
Agency Funds	0
Total	\$102,000

Local Benefit

Capital Equipment None
Performance None
Measures

Task Number **06-12-98-03**
Program Name **Program Management – Roadway Safety**
Program Manager **Chase/Reyes/Wilkinson/Staff Safety**

Branch staff will develop, plan, coordinate and provide technical assistance and support for the activities in the Roadway Safety Program.

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

Evaluation Measure 700 hours

Funding Source 402
Program Area Safety and Traffic Engineering Branch

<u>Cost Summary</u>	
Personal Services	\$27,300
Operating Expenses	\$9,100
Travel	\$2,500
Capital Equipment	
Contractual Services	
Other (indirects)	\$1,100
<u>Total</u>	<u>\$40,000</u>
CDOT Funds	\$40,000
Agency Funds	0
<u>Total</u>	<u>\$40,000</u>

Local Benefit

Capital Equipment To be determined, expected to be minimal
 (under \$5,000)
Performance None
Measures

Task Number **06-12-98-04**
Program Name **Program Management – Traffic Records**
Program Manager **Marandi/Staff Safety**

Staff time is required for data analysis and problem identification as well as providing technical assistance, planning, developing, implementing and evaluating projects. The Branch will conduct research as a function of these needs. Also included is support for professional training for the Safety and Traffic Engineering Branch staff involved with project activities.

External project audit costs as well as program specific staff training are also covered in this task. This task will also include necessary operating equipment. The Safety and Traffic Engineering Branch personnel will be provided with computer upgrades, software, hardware, and peripherals.

Evaluation Measure 500 hours
Funding Source 402
Program Area Safety and Traffic Engineering Branch

Cost Summary

Personal Services	\$21,500
Operating Expenses	\$5,500
Travel	\$2,000
Capital Equipment	
Contractual Services	
Other (indirects)	\$2,000
<u>Total</u>	<u>\$31,000</u>

CDOT Funds	\$31,000
Agency Funds	0
<u>Total</u>	<u>\$31,000</u>

Local Benefit

Capital Equipment None
Performance None
Measures

Task Number **06-12-98-05**
Program Name **Program Management – LEAF Program**
Program Manager **G. Davis/Staff Safety**

During FY 2006, the Colorado Department of Transportation will continue statewide DUI enforcement with a program established by law in 1982. This law requires every person convicted of, pleading guilty to, or receiving a deferred sentence for driving under the influence or while ability impaired by alcohol or drugs be assessed a \$75 fee. The Safety and Traffic Engineering Branch is responsible for the allocation of these funds to improve alcohol and drug related enforcement activities at the municipal and county levels. Based upon past experience, this fund should generate nearly \$1,700,000 annually. For the past 15 years, LEAF agencies have accounted for 51% of all DUI arrests in Colorado. This state funded safety activity has the following goals:

1. Increase and improve the enforcement of laws pertaining to alcohol and drug-related traffic offenses, and
2. Coordinate the efforts of a municipality, county, or cities and counties within their own and other jurisdictions in establishing and administering a DUI enforcement program.

These projects will be used to augment Section 163, 402, and 410 activities. In turn, federally funded activities will be planned to complement LEAF endeavors.

Evaluation Measure 2,080 hours
Funding Source State Funds
Program Area LEAF

Cost Summary

Personal Services	\$69,000
Operating Expenses	\$60,000
Travel	
Capital Equipment	
Contractual Services	
Other (indirects)	
<u>Total</u>	<u>\$129,000</u>

CDOT Funds	\$129,000
Agency Funds	0
<u>Total</u>	<u>\$129,000</u>

Local Benefit

Capital Equipment None
Performance None
Measures

Task Number **06-12-98-06**
Program Name **Program Management – Motorcycle Operator Safety Training (MOST)**
Program Manager **R. Davis/Staff Safety**

During FY 2006, The Colorado Department of Transportation will continue a statewide motorcycle rider education program entitled MOST which was established by Colorado law in 1990. This law provides funding to deliver motorcycle rider education to those citizens of Colorado who meet the minimum age requirements for obtaining a motorcycle driver’s license. Funding is derived from a surcharge of \$1 on new and renewed motorcycle driver’s licenses and a \$4 surcharge on motorcycle registrations. The Safety and Traffic Engineering Branch is responsible for the allocation of these funds to provide the training in a manner that is affordable and accessible to the public. Over 30,000 Colorado residents have been trained in motorcycle safety at over 20 ranges across Colorado under the direction of qualified contractors and instructors.

Evaluation Measure 1,650 hours

Funding Source State Funds
Program Area MOST

Cost Summary

Personal Services	\$70,000
Operating Expenses	\$3,000
Travel	\$1,000
Capital Equipment	
Contractual Services	
Other (indirects)	\$2,000
Total	\$76,000

CDOT Funds	\$76,000
Agency Funds	0
Total	\$76,000

Local Benefit

Capital Equipment None
Performance None
Measures



IMPAIRED DRIVING PROGRAMS

- Alcohol and Other Drug Countermeasures
- Police Traffic Services
- Young Drivers
- Motorcycle Operator Safety Training





ALCOHOL AND OTHER DRUG COUNTERMEASURES

Task Number 06-01-11-01
Program Name DUI Enforcement Training
Contractor Safety and Traffic Engineering Branch
Program Manager Atencio

Support for law enforcement and education professional training programs that offer Drug and Alcohol Recognition, Standardized Field Sobriety Test (SFST) operator, SFST instructor training and in-service re-certification of SFST instructors statewide. A tuition fee for the courses offered will be put back into the program to cover a nominal portion of the program costs.

Evaluation Measure Increasing the knowledge and providing the tools necessary to the law enforcement community and education professional to improve the effectiveness of the drug and alcohol awareness and SFST program by offering operator and instructor programs statewide.

Funding Source 163/410/402
Program Area Alcohol and Other Drug Countermeasures

Cost Summary

Personal Services	
Operating Expenses	\$8,500
Travel	\$3,500
Capital Equipment	
Contractual Services	\$38,000
Other (indirects)	
Total	\$50,000

CDOT Funds	\$50,000
Agency Funds	
Total	\$50,000

Local Benefit \$50,000

Capital Equipment None
Performance 1,2,14,16
Measures

Task Number 06-01-11-02
Program Name College Impaired Driving Prevention Program
Contractor BACCHUS and Gamma Peer Education Network
Program Manager Atencio

The BACCHUS and GAMMA Peer Education Network will provide on-going Impaired Driving Prevention Programs on at least 4, but prefer up to 6 Colorado college and university campuses to address the high-risk drinking problems associated with the 18-24 year old college student population. Using the Substance Abuse Mental Health Services Administration (SAMHSA) logic model as a guideline BACCHUS proposes to support Colorado college and university peer education programs to prevent impaired driving, assist campus professionals in promoting safe campus environments, increasing healthy student lifestyles, and reducing the harm associated with illegal use and abuse of alcohol and other drugs.

Evaluation Measure Conduct programs on at least 4campuses and community collaboration and conduct impact evaluation on the participating campuses.
 Conduct surveys and compare to prior years

Funding Source 163/410/402
Program Area Alcohol and Other Drug Countermeasures

Cost Summary

Personal Services	\$0
Operating Expenses	\$113,250
Travel	\$6,750
Capital Equipment	\$0
Contractual Services	
Other (indirects)	
Total	\$120,000

CDOT Funds	\$120,000
Agency Funds	\$117,217
Total	\$237,217

Local Benefit \$120,000

Capital Equipment None
 Performance 1,2,14,16
 Measures

Task Number 06-01-11-03
Program Name Weld County Impaired Driving/Alcohol Task Force
Breath/Blood Alcohol Testing Van
Contractor Weld County Impaired Driving/Alcohol Task Force
Program Manager R. Davis

In 2005 Weld County experienced a record number of fatal crashes. Law Enforcement Agencies in Weld County formed the Weld County Impaired Driving Task Force to address the problem. National Highway Traffic Safety (NHTSA) statistics show that alcohol is involved in approximately 40% of all fatal crashes. This funding will allow for the purchase of a Breath Alcohol Testing (BAT) van to be used at sobriety checkpoints and DUI saturation patrols in Weld Co. as well as neighboring counties. NHTSA research shows that that in areas where sobriety checkpoints are routinely practiced the number of alcohol related traffic deaths are reduced.

Evaluation Measure Purchase, outfit and maintain BAT van. Conduct eight DUI Checkpoints each in Weld, Larimer and Morgan counties. Reduce alcohol related crashes by 5% in each target county.
Funding Source 163/410/402
Program Area Alcohol and Other Drug Countermeasures

<u>Cost Summary</u>	
Personal Services	
Operating Expenses	
Travel	
Capital Equipment	\$135,000
Contractual Services	
Other (indirects)	
Total	\$135,000

CDOT Funds	\$135,000
Agency Funds	\$24,670
Total	\$159,670

Local Benefit \$159,670

Capital Equipment \$135,000 (Breath Alcohol Testing van)
Performance Measures 1,2,3,4,5,14,16

Task Number 06-01-11-04
Program Name Young Male Drivers DUI Prevention
Contractor Crossroads Turning Points
Program Manager Atencio

This is a continuation project to provide support for a program called “*Someone Like Me,*” an impaired driving prevention program. The program will be in Pueblo County with expansion into Costilla, Conejos, Alamosa, Rio Grande, Mineral and Saguache Counties and will specifically address concerns of the number of young male drivers involved in traffic safety issues. Included will be support for an active public information campaign in cooperation with the CDOT Public Information Office and the Drive Smart Community Partnership in Pueblo and the San Luis Valley. Paid media and earned media will be components of this grant. Crossroads will conduct pre and post surveys of their impaired driving program as well as phone surveys concerning the media campaign and materials.

Evaluation Measure Select 7 locations based on citations and crashes.
 Conduct pre and post surveys.
 Reduce the number of alcohol related crashes in 7 selected locations by 5% in males between the ages of 21-34.

Funding Source 163/410/402
Program Area Alcohol and Other Drug Countermeasures

<u>Cost Summary</u>	
Personal Services	\$53,774
Operating Expenses	\$18,986
Travel	\$3,620
Capital Equipment	
Contractual Services	
Other (indirects)	
<u>Total</u>	<u>\$76,380</u>
CDOT Funds	\$76,380
Agency Funds	\$45,000
<u>Total</u>	<u>\$121,380</u>
Local Benefit	\$76,380
Capital Equipment	None
Performance Measures	1,2,14,16

Task Number 06-01-11-05
Program Name "Courage to Live" Train the Trainer Program
Contractor CO Department of Revenue, Hearings Section
Program Manager Atencio

"Courage to Live" is a judicial outreach effort designed to address the growing problem of teenage drinking and driving. The program implemented is multi-faceted and includes evidence-based prevention measures and community involvement. Support will include expansion of the Train the Trainer Program in an additional six locations. Participants include teams of students, educators, prevention experts and judges. The selection of the participants will be made from areas of the state where the teenage population at greatest risk and where the community is also most likely to accept the effort. Resources will be identified and made available to support the community efforts to implement the program and continued support for schools where the program is currently running.

Evaluation Measure Expansion into six new sites.
36 trainers certified.
Pre and post outcome data.
Funding Source 163/410/402
Program Area Alcohol and Other Drug Countermeasures

Cost Summary

Personal Services	
Operating Expenses	\$1,900
Travel	\$34,751
Capital Equipment	
Contractual Services	\$69,900
Other (indirects)	
Total	\$106,551

CDOT Funds	\$106,551
Agency Funds	\$26,736
Total	\$133,287

Local Benefit \$106,551

Capital Equipment None
Performance 1,2,14,16
Measures

Task Number 06-01-11-06
Program Name Summit County Impaired Driving Prevention
Contractor Summit Prevention Alliance
Program Manager Atencio

Provide funding to support the DUI Court Team in Summit County and conduct an evaluation of the effectiveness of the program on persistent drunk drivers. Implement the Drink Smart Catch-A-Ride (Last Resort Ride) campaign that includes a public education program aimed at 21-35 year olds and Latinos. Provide alcohol server training. Implement activities that promote safe driving among high school students and implement the "This is US" public information campaign for youth. Conduct pre and post surveys that identify protective factors and attitudes on impaired driving.

Evaluation Measure At least 75 Last Resort Riders served.
 At least 200 alcohol servers trained.
 DUI Court will maintain less than a 40% recidivism rate.
 Increased awareness of impaired driving and protective factors.

Funding Source 163/410/402
Program Area Alcohol and Other Drug Countermeasures

Cost Summary

Personal Services	\$43,754
Operating Expenses	\$7,284
Travel	\$2,610
Capital Equipment	\$0
Contractual Services	\$68,000
Other (indirects)	
Total	\$91,000

CDOT Funds	\$91,000
Agency Funds	\$69,112
Total	\$160,112

Local Benefit \$91,000

Capital Equipment None
 Performance 1,2,14,16
 Measures

Task Number 06-01-11-07
Program Name Drug Recognition Expert (DRE) Training
Contractor Transportation Safety and Traffic Engineering Branch
Program Manager G. Davis

Using criteria adopted by the International Association of Chiefs of Police (IACP) and the National Highway Traffic Safety Administration (NHTSA), these agencies will continue to expand the DRE Training program. This project will fund three in-service school (presented at different times and locations) and will also fund a 9-day DRE school to train 25 new DREs. NHTSA estimates that as many as 18% of all fatal crashes involve persons that have consumed drugs or a combination of drugs and alcohol. Most law enforcement officers have no training in the detection of impairment from drugs other than alcohol. This funding will ensure that there are trained officers available to evaluate drugged drivers for prosecution.

Evaluation Measure Three DRE in-service schools. 140 Officers trained. Each trained for full 2-week periods. 9-day DRE school.

Funding Source 163/410/402
Program Area Alcohol and Other Drug Countermeasures

Cost Summary

Personal Services	
Operating Expenses	\$95,000
Travel	\$5,000
Capital Equipment	
Contractual Services	
Other (indirects)	
Total	\$100,000

CDOT Funds	\$100,000
Agency Funds	
Total	\$100,000

Local Benefit \$100,000

Capital Equipment None
Performance 1,2,4
Measures

Task Number **06-01-11-08**
Program Name **DRE Tech Transfer-National Impaired Driving Conference**
Contractor **International Association of Chiefs of Police/National Highway Traffic Administration**
Program Manager **G. Davis**

Funding will cover registration and travel. Officers selected to attend will be required to submit a summary of their findings. This includes how the training will be used at a local level. This training is brought back to Colorado by attendees and used in mandatory in-service training sessions in Colorado.

Evaluation Measure 15 Officers trained and summary of findings.

Funding Source 163/410/402
Program Area Alcohol and Other Drug Countermeasures

<u>Cost Summary</u>	
Personal Services	
Operating Expenses	
Travel	\$20,000
Capital Equipment	
Contractual Services	
Other (indirects)	
<u>Total</u>	<u>\$20,000</u>

CDOT Funds	\$20,000
Agency Funds	
<u>Total</u>	<u>\$20,000</u>

Local Benefit \$20,000

Capital Equipment None
Performance 1,2,4
Measures

Task Number **06-01-11-09**
Program Name **DUI Overtime Enforcement**
Contractor **Colorado State Patrol**
Program Manager **Long**

CSP will identify six target areas for increased DUI patrols based on crash arrests and citation statistics. They will provide traffic crash prevention teams to enforce DUI laws at these locations. CSP will also provide overtime hours at multi-agency sobriety checkpoints and saturation patrols.

Evaluation Measure Alcohol-caused motor vehicle crashes decreased by 5% and DUI citations increased by 5% statewide by September 30, 2006.
Funding Source 163/410/402
Program Area Alcohol and Other Drug Countermeasures

Cost Summary

Personal Services	\$280,680
Operating Expenses	\$69,000
Travel	\$3,675
Capital Equipment	
Contractual Services	
Other (indirects)	
<u>Total</u>	<u>\$305,000</u>

CDOT Funds	\$305,000
Agency Funds	\$2,104,429
<u>Total</u>	<u>\$2,409,429</u>

Local Benefit \$305,000

Capital Equipment None
Performance Measures 1,2,3,4,5,14,16

Task Number **06-01-11-10**
Program Name **Tech Transfer - Alcohol and Other Drug Countermeasures**
Contractor **Transportation Safety and Traffic Engineering Branch**
Program Manager **Atencio**

To fund the attendance of persons to state, regional, national meetings and conferences related to DUI enforcement and prevention. This task will also support training for judges and prosecutors in DUI and traffic related safety issues.

Evaluation Measure Professional development.

Funding Source 163/410/402
Program Area Alcohol and Other Drug Countermeasures

<u>Cost Summary</u>	
Personal Services	
Operating Expenses	
Travel	\$10,000
Capital Equipment	
Contractual Services	
Other (indirects)	
<u>Total</u>	<u>\$10,000</u>

CDOT Funds	\$10,000
Agency Funds	
<u>Total</u>	<u>\$10,000</u>

Local Benefit \$10,000

Capital Equipment None
Performance Measures 1,4

Task Number 06-01-11-11
Program Name DUI Checkpoint Colorado
Contractor Local Law Enforcement Agencies (9)
Program Manager G. Davis

Local law enforcement agencies will target areas of the state identified by the State Law Enforcement Assistance Fund (LEAF) Administrator as having both a higher than expected rate of DUI crashes and jurisdictions where local law enforcement are not receiving LEAF funds. National Highway Traffic Safety Administration (NHTSA) research shows that in areas where DUI checkpoints are routinely practiced, the number of alcohol-related traffic deaths is reduced. Working cooperatively with LEAF-funded law enforcement agencies, the targeted agencies will conduct routine sobriety checkpoints, saturation patrols and participate in the statewide "Heat is On!" DUI enforcement campaign.

Evaluation Measure Sobriety checkpoints, saturation patrols, and a 5% reduction in alcohol-caused crashes at the target locations from 2004 plus cooperation with LEAF agencies and the Colorado State Patrol.
Funding Source 163/410/402
Program Area Alcohol and Other Drug Countermeasures

<u>Cost Summary</u>	
Personal Services	\$225,000
Operating Expenses	\$25,000
Travel	
Capital Equipment	
Contractual Services	
Other (indirects)	
Total	\$250,000

CDOT Funds	\$250,000
Agency Funds	
Total	\$250,000

Local Benefit \$250,000

Capital Equipment None
Performance Measures 1,2,14,16

Task Number 06-01-11-12
Program Name LEAF-DUI Enforcement
Contractor Law Enforcement Assistance Fund (LEAF) – DUI Enforcement
Program Manager G. Davis

LEAF requires every person convicted of, pleading guilty to, or receiving a deferred sentence for driving under the influence or while ability impaired by alcohol or drugs to be assessed a \$75 fee. Based upon past experience, this fund should generate approximately \$1,500,000 annually. The LEAF goals are to: Increase and improve the enforcement of laws pertaining to alcohol and drug-related traffic offenses, and to Coordinate the efforts of a municipality, county, or cities and counties in establishing and administering a DUI enforcement program. These projects augment and complement Section 402 and 410 and federally funded activities.

Evaluation Measure 50 projects with local law enforcement to provide 38,000 hours of DUI enforcement.

Funding Source State LEAF funds
Program Area Alcohol and Other Drug Countermeasures

<u>Cost Summary</u>	
Personal Services	\$1,500,000
Operating Expenses	
Travel	
Capital Equipment	
Contractual Services	
Other (indirects)	
<u>Total</u>	<u>\$1,500,000</u>

CDOT Funds	\$1,500,000
Agency Funds	
<u>Total</u>	<u>\$1,500,000</u>

Local Benefit \$1,500,000

Capital Equipment None
Performance 1,2,3,4,5,14,16
Measures

Task Number 06-01-11-13
Program Name Law Enforcement Coordinator
Contractor via RFP process in 2005
Program Manager G. Davis

CDOT will designate a spokesperson that will 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 is a new initiative to better coordinate with law enforcement community of a program initiatives and innovation for their participation. Operating expenses include the use of a vehicle and related expenses to accommodate the statewide travel that is necessary to develop, implement, and expand safety programs.

Evaluation Measure Assessment of the number of agencies participating, the number of summonses issued, and the number of injury and/or fatality crashes in the corresponding geographic areas during the specified time frames as correlated to past information addressing the same demographics.

Funding Source 163/410/402
Program Area Alcohol and Other Drug Countermeasures

Cost Summary

Personal Services	\$	60,000
Operating Expenses	\$	20,000
Travel		
Capital Equipment		
Contractual Services		
Other (indirects)		
Total	\$	80,000

CDOT Funds	\$	80,000
Agency Funds		
Total	\$	80,000

Local Benefit \$ 80,000

Capital Equipment None
Performance 1,2,3,4,5,6,7,14,15,16
Measures



POLICE TRAFFIC SERVICES



Task Number **06-02-21-01**
Program Name **Golden PD Intensified Enforcement**
Contractor **Golden Police Department**
Program Manager **R. Davis**

According to the Colorado State Patrol, most vehicle crashes can be attributed to some form of “aggressive” driving. Statistically many of these crashes cluster at specific highway segments, intersections, interchanges and access points. The goal is to identify and rank specific locations by risk within the city of Golden where there are an above State average number of vehicle crashes and/or traffic violations for the purposes of intensified enforcement at these locations.

Evaluation Measure Identified locations with before and after statistics
 Citations issued
 To reduce the total number of crashes per 100 MVMT
 from 299.3 in 2003 to 291.3 by the year 2010.

Funding Source 163/402
Program Area Police Traffic Services

Cost Summary

Personal Services	\$100,871
Operating Expenses	\$6,129
Travel	
Capital Equipment	
Contractual Services	
Other (indirects)	
<u>Total</u>	<u>\$107,000</u>

CDOT Funds	\$107,000
Agency Funds	\$136,069
<u>Total</u>	<u>\$243,069</u>

Local Benefit \$107,000

Capital Equipment None
Performance 3,4,5,6,17
Measures

Task Number 06-02-21-02
Program Name Aggressive Driving Enforcement Motorcycle Patrols
Contractor Colorado State Patrol
Program Manager R. Davis

According to the Colorado State Patrol most vehicle crashes can be attributed to some form of “aggressive” driving which tend to cluster at specific highway segments. The goal is to identify and rank specific locations by risk within Colorado where there is an above State average number of vehicle crashes and/or traffic violations for the purposes of intensified enforcement at these locations.

Evaluation Measure Identified locations with before and after statistics
Citations issued
Reduce the total number of crashes per 100MVMT from 299.3 in 2003 to 291.3 by the year 2010.

Funding Source 163/402
Program Area Police Traffic Services

Cost Summary

Personal Services	\$235,000
Operating Expenses	\$13,000
Travel	\$2,000
Capital Equipment	
Contractual Services	
Other (indirects)	
<u>Total</u>	<u>\$250,000</u>

CDOT Funds	\$250,000
<u>Agency Funds</u>	<u>\$280,704</u>
<u>Total</u>	<u>\$530,704</u>

Local Benefit \$0

Capital Equipment None
Performance 3,4,5,6,17
Measures



YOUNG DRIVERS

Task Number 06-03-31-01
Program Name Young Drivers Underage Drinking Prevention
Contractor TEAM Ft. Collins
Program Manager R. Davis

Young drivers, ages 16 through 20, constituted 11.5% of all alcohol related crashes in Colorado. In Larimer County, this age group constituted 14.45% of the alcohol related crashes. Team Ft. Collins will train liquor retailers in the community of greater Ft. Collins to recognize false ID to decrease access to alcohol by minors. Engage youth in the prevention of underage drinking through education.

Mentor other community organizations around youth alcohol issues.

Evaluation Measure To reduce the number of the identified age group involved in alcohol related crashes in Larimer County to the Statewide level of 11.5% by 2010.

Funding Source 163/402
Program Area Young Drivers

<u>Cost Summary</u>	
Personal Services	\$53,000
Operating Expenses	
Travel	
Capital Equipment	
Contractual Services	
Other (indirects)	
Total	\$53,000

CDOT Funds	\$53,000
Agency Funds	\$11,960
Total	\$64,960

Local Benefit \$64,960

Capital Equipment None
Performance 1,2,14,16
Measures

Task Number **06-03-31-02**
Program Name **High School Impaired Driving Prevention Program**
Contractor **BACCHUS and Gamma Peer Education Network**
Program Manager **Atencio**

The BACCHUS and GAMMA Peer Education Network will continue to implement impaired driving prevention programs for six Colorado high schools to address the underage drinking, impaired driving and traffic safety problems associated with the 15-18 year old population. Using the Substance Abuse Mental Health Services Administration (SAMHSA) logic model as a guideline, BACCHUS proposes to support Colorado high school prevention programs through the support and training of peer educators and their advisors to educate their high school peers on the dangers of underage drinking and impaired driving, as well as other traffic safety issues through the utilization of evidence-based strategies.

Evaluation Measure Conduct programs at six Colorado High Schools and community collaboration and conduct impact evaluations at the participating schools.
 Conduct surveys and compare results to prior year

Funding Source 163/402
 Program Area Alcohol and Other Drug Countermeasures

<u>Cost Summary</u>	
Personal Services	\$65,784
Operating Expenses	\$84,380
Travel	\$6,800
Capital Equipment	\$0
Contractual Services	\$0
Other (indirects)	
Total	\$100,000

CDOT Funds	\$100,000
Agency Funds	\$86,078
Total	\$186,078

Local Benefit \$100,000

Capital Equipment None
 Performance Measures 1,2,14,16



MOTORCYCLE SAFETY

Task Number 06-07-71-01
Program Name MOST Program
Contractor Various
Program Manager R. Davis

During FY 2005, the Colorado Department of Transportation will continue a statewide motorcycle rider education program, which was established by statute in 1990. Program funding was also created by statute that year and allows the program to receive a \$1 surcharge on motorcycle license endorsements and \$4 on motorcycle registrations. The Traffic and Safety Engineering Branch is responsible for the allocation of these funds to provide training in a manner as prescribed by statute, affordable and accessible to qualified applicants throughout the state of Colorado. The program trains approximately 6,000 students per year through 8 current contractors under the supervision of Motorcycle Safety Foundation qualified instructors at over 20 training sites. Since inception it has trained an estimated 45,000 students. This program augments and complements section 402 funding.

Evaluation Measure Reduce number of motorcycle crashes from 19.2 crashes per 100,000 registrations to 16.0 crashes per 100,000 registrations.
Funding Source State Funds
Program Area MOST

<u>Cost Summary</u>	
Personal Services	\$73,000
Operating Expenses	\$1,000
Travel	\$1,500
Capital Equipment	
Contractual Services	\$480,000
Other (indirects)	
Total	\$555,500

CDOT Funds	\$555,500
Agency Funds	\$0
Total	\$555,500

Local Benefit \$555,500

Capital Equipment None
Performance 3,4,5,6,15,17
Measures



OCCUPANT PROTECTION PROGRAMS

- Occupant Protection
- Safe Communities
- Pedestrians
- Bicycles





OCCUPANT PROTECTION



Task Number **06-06-61-01**
Program Name **Operation Buckle Down/High Visibility Enforcement**
Contractor **Duke Smith via RFP process in 2004**
Program Manager **Jahn-Elfton**

Operation Buckle Down Program is a major local law enforcement effort supporting and providing for the enforcement of Colorado’s Occupant Restraint Laws. The program provides comprehensive statewide education and public awareness programs, conveys the message that local law enforcement officers are concerned about safety. High Visibility Enforcement will coordinate all statewide training and local activities for over 100 local law enforcement agencies in support of their efforts to enforce Colorado’s Occupant Restraint Laws related to the “Click it or Ticket” campaign. This is a continuation of a program that expands the number of law enforcement agencies who participate. Operating expenses include the leasing of a vehicle and related expenses to accommodate the statewide travel that is necessary to develop, implement, and expand the program.

Evaluation Measure Increase seat belt usage rate to 85% by the year 2010.
 The number of local law enforcement agency
 enforcement participation and the number of citations
 and warnings given.

Funding Source 402
 Program Area Occupant Protection

Cost Summary

Personal Services	\$56,000
Operating Expenses	\$28,000
Travel	
Capital Equipment	
Contractual Services	
Other (indirects)	
<u>Total</u>	<u>\$84,000</u>

CDOT Funds	\$84,000
<u>Agency Funds</u>	<u>\$0</u>
<u>Total</u>	<u>\$84,000</u>

Local Benefit \$84,000

Capital Equipment None
 Performance Measures 4, 5, 8, 9, 10, 11, 12, 13, 15, 17

Task Number 06-06-61-02
Program Name Child Passenger Safety Education and Outreach
Contractor Colorado State Patrol
Program Manager Jahn-Elfton

The Colorado State Patrol will decrease the number of deaths and injuries of children through a combined education and outreach program designed to increase the correct usage of occupant protection systems in vehicles. The program will support all seatbelt use with special emphasis on establishing and maintaining statewide Child Passenger Safety (CPS) fitting stations, education and training.

Evaluation Measure To increase the car seat use for children to 92% by year 2010.
 To increase seat belt use by children ages 5-15 to 80% by 2010.
Funding Source 402
Program Area Occupant Protection

Cost Summary

Personal Services	\$98,000
Operating Expenses	\$67,000
Travel	\$35,000
Capital Equipment	
Contractual Services	
Other (indirects)	
<u>Total</u>	<u>\$200,000</u>

CDOT Funds	\$200,000
Agency Funds	\$98,750
<u>Total</u>	<u>\$298,750</u>

Local Benefit \$200,000

Capital Equipment None
 Performance Measures 4, 5, 8, 9, 10, 11, 12, 13, 17

Task Number **06-06-61-03**
Program Name **Preventing Motor Vehicle Occupant Injuries in Mesa County Teenagers**
Contractor **Mesa County Health Department**
Program Manager **Jahn-Elfton**

A multi-faceted approach to prevent motor vehicle occupant injuries for Mesa County teenagers using and educational and enforcement campaign. More specifically, a high school based enhanced seatbelt enforcement campaign, parental education encouraging restriction and control of new drivers in high-risk situations, and coalition building for broader goals such as policy and legislation. There are no media activities beyond use of publications.

Evaluation Measure Process evaluation – pre and post surveys. Outcome evaluation – six-month follow up.

Funding Source 402
Program Area Occupant Protection

Cost Summary

Personal Services	\$42,500
Operating Expenses	\$14,500
Travel	\$4,000
Capital Equipment	
Contractual Services	
Other (Paid Media)	
<u>Total</u>	<u>\$61,000</u>

CDOT Funds	\$61,000
<u>Agency Funds</u>	<u>\$29,486</u>
<u>Total</u>	<u>\$90,486</u>

Local Benefit \$61,000

Capital Equipment None
Performance Measures 3, 4, 5, 8, 9, 10, 17

Task Number **06-06-61-04**
Program Name **Latino Community Traffic Safety Program**
Contractor **Heinrich Hispanidad**
Program Manager **Lopez**

This program will focus on identifying avoidance factors and attitudes that motivate the target audience to develop “bad driving safety habits” and offer educational solutions through identification and use of resources upon which the target audience relies. Activities include enhanced child passenger safety in the Latino communities through collaborations and partnerships, an advisory board, education, community outreach, media, and events. Media activities will be determined.

Evaluation Measure Increase seat belt and child passenger safety seat use among Denver Hispanics by 1% and 4% respectively of the pre-campaign observation study measurement. Pre and post observational surveys to be conducted by Corona Research.

Funding Source 402

Program Area Occupant Protection

Cost Summary

Personal Services	\$36,600
Operating Expenses	\$17,000
Travel	
Capital Equipment	
Contractual Services	\$41,400
Other (Paid Media)	\$50,000
Total	\$145,000

CDOT Funds	\$145,000
Agency Funds	
Total	\$145,000

Local Benefit \$145,000

Capital Equipment None

Performance Measures 4, 5, 8, 10, 12, 13, 17

Task Number **06-06-61-05**
Program Name **African American Traffic Safety Program**
Contractor **Cordy and Company**
Program Manager **Lopez**

African-American driving safety outreach program in Denver and Colorado Springs with primary emphasis on increasing seat belt usage and other safe driving habits among teenage drivers and increase use of child safety seats.

Evaluation Measure Increase seat belt use among Denver and Colorado Springs African-American teen drivers by 10% of the pre-campaign observation study measurement. Increase proper usage of child safety restraints by 10% of baseline. Data to be collected by Corona Research

Funding Source 402

Program Area Occupant Protection

Cost Summary

Personal Services	\$55,100
Operating Expenses	\$43,300
Travel	\$1,600
Capital Equipment	
Contractual Services	
Other (indirects)	
<u>Total</u>	<u>\$100,000</u>

CDOT Funds	\$100,000
Agency Funds	\$0
<u>Total</u>	<u>\$100,000</u>

Local Benefit \$100,000

Capital Equipment None

Performance Measures 3, 4, 5, 8, 10, 12, 13, 17

Task Number **06-06-61-06**
Program Name **Mesa County Occupant Protection Program**
Contractor **Mesa County Health Department (MCHD)**
Program Manager **Lopez**

MCHD will execute and manage a multi-faceted approach to increase the use of child restraints. Using proven interventions: (a) create and enhance three fully operational CPS fitting stations, (b) conduct comprehensive broadcast media plan regarding inspection stations, restraint laws and click it or ticket campaigns, and distribute news releases, (c) using a tested model, train child care center personnel and parents of young children on CPS techniques.

Evaluation Measure To measure baseline of CPS use for ages 0-4. To increase proper use of restraints for children 4-9 from 28% to 33%. To increase driver and front seat passenger seatbelt use from 75% to 80%.

Funding Source 402

Program Area Occupant Protection

Cost Summary

Personal Services	\$22,000
Operating Expenses	\$39,000
Travel	\$5,000
Capital Equipment	
Contractual Services	
Other (Paid Media)	
Total	\$66,000

CDOT Funds	\$66,000
Agency Funds	\$30,194
Total	\$96,194

Local Benefit \$66,000

Capital Equipment None

Performance Measures 4, 5, 8, 9, 10, 12, 13, 17

Task Number **06-06-61-07**
Program Name **Teen Seatbelt Education in Weld County**
Contractor **Weld County Sheriff's Office**
Program Manager **Erez**

Teenager drivers, especially beginning drivers and teenager passengers are at a high risk bracket for crashes and fatalities. This project will address teens' seatbelt usage by involving parents to encourage their children to use seat belts. The project will also conduct activities in high schools to inform students of consequences of non-usage seat belts and reward students that use seat belts.

Evaluation Measure Increase seat belt usage rate from 42% to 85% by the year 2010.

Funding Source 402
Program Area Occupant Protection

Cost Summary

Personal Services	\$0
Operating Expenses	\$23,000
Travel	\$0
Capital Equipment	\$0
Contractual Services	\$0
Other (indirects)	\$0
Total	\$23,000

CDOT Funds	\$23,000
Agency Funds	\$21,912
Total	\$44,912

Local Benefit **\$23,000**

Capital Equipment None
Performance Measures 8,9,10,13,17

Task Number **06-06-61-08**
Program Name **Occupant Protection Technology Transfer**
Contractor **Safety and Traffic Engineering Branch**
Program Manager **Jahn-Elfton**

The purpose of this program is to provide training, community outreach and coalition building for the Traffic Safety Program. It will also provide support for persons outside of the Safety and Traffic Engineering Branch to attend the National Conference on Highway Safety Priorities Lifesavers 2004 Conference.

Evaluation Measure Eight (8) people trained

Funding Source 402
Program Area Occupant Protection

Cost Summary

Personal Services	
Operating Expenses	
Travel	\$10,000
Capital Equipment	
Contractual Services	
Other (indirects)	
<u>Total</u>	<u>\$10,000</u>

CDOT Funds	\$10,000
Agency Funds	
<u>Total</u>	<u>\$10,000</u>

Local Benefit \$10,000

Capital Equipment None
Performance All except 8
Measures

Task Number 06-06-61-09
Program Name Pueblo and San Luis Latino Community Seatbelt Safety Program
Contractor Crossroads Turning Points, Inc.
Program Manager Lopez

The program will address occupant protection (CPS, seatbelt usage, pickup truck safety) within the Latino communities in and around Pueblo and the San Luis Valley accomplished through coalition building, coordination, and education. Venues include business, school districts, community based organizations, and governmental agencies.

Evaluation Measure Pre and post observational studies on seatbelt and child safety restraint usage and pickup truck safety. Creating a tracking database to evaluate program outcome. Increase seatbelt and CPS use by 5% of baseline observational study. Lower passenger transport in pickup truck beds by 5%.

Funding Source 402
Program Area Occupant Protection

Cost Summary

Personal Services	\$41,000
Operating Expenses	\$20,000
Travel	\$3,000
Capital Equipment	
Contractual Services	
Other (indirects)	
Total	\$64,000

CDOT Funds	\$64,000
Agency Funds	\$24,000
Total	\$88,000

Local Benefit \$64,000

Capital Equipment None
Performance Measures 3, 4, 5, 8, 9, 10, 11, 12 13, 15, 17

Task Number **06-06-61-10**
Program Name **Teen Traffic Safety Campaign**
Contractor **Mile-High RETAC**
Program Manager **Jahn-Elfton**

The proposed Teen Traffic Safety Challenge is based on a successful program organized by the Drive Smart Coalition in Colorado Springs, CO. The seven week campaign is a friendly challenge between schools to increase seat belt use and general knowledge about traffic safety and safe habits among teenagers. The first year of this program will focus on adapting the campaign to local needs and working with one school in each of six counties to participate in the challenge. There are no media activities beyond, earned media announcing results.

Evaluation Measure Increase seatbelt use by 5% at participating schools.
 Results will be determined by 3 student-coordinated
 seatbelt surveys throughout the campaign period and
 per/post seatbelt use surveys conducted by MHRETAC
 members.

Funding Source 402
 Program Area Occupant Protection

<u>Cost Summary</u>	
Personal Services	\$20,800
Operating Expenses	\$36,200
Travel	\$1,000
Capital Equipment	
Contractual Services	
Other (indirects)	
<u>Total</u>	<u>\$58,000</u>

CDOT Funds	\$58,000
Agency Funds	\$43,688
<u>Total</u>	<u>\$101,688</u>

Local Benefit \$58,000

Capital Equipment None
 Performance 3, 4, 5, 8, 10, 11, 13, 17
 Measures

Task Number **06-06-61-11**
Program Name **Occupant Protection Enforcement/CSP**
Contractor **Colorado State Patrol**
Program Manager **Jahn-Elfton**

The Colorado State Patrol provides major law enforcement effort supporting and providing for the enforcement of Colorado's Occupant Restraint Laws and the Click It or Ticket campaign.

Evaluation Measure Increase seat belt usage rate to 85% by the year 2010.

Funding Source 402
Program Area Occupant Protection

Cost Summary

Personal Services	\$100,000
Operating Expenses	
Travel	
Capital Equipment	
Contractual Services	
Other (indirects)	
<u>Total</u>	<u>\$100,000</u>

CDOT Funds	\$100,000
Agency Funds	\$96,750
<u>Total</u>	<u>\$196,750</u>

Local Benefit \$100,000

Capital Equipment None
Performance Measures 4, 5, 8, 9, 10, 11, 12, 13, 17

Task Number **06-06-61-12**
Program Name **Occupant Protection Enforcement/Various**
Contractor **Colorado State Patrol**
Program Manager **Jahn-Elfton**

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 program.

Evaluation Measure Increase seat belt usage rate to 85% by the year 2010, through statewide enforcement of the Colorado occupant protection laws.
The number of local law enforcement agency enforcement participation and the number of citations and warnings given.

Funding Source 402
Program Area Occupant Protection

Cost Summary

Personal Services	\$185,000
Operating Expenses	
Travel	
Capital Equipment	
Contractual Services	
Other (indirects)	
<u>Total</u>	<u>\$185,000</u>

CDOT Funds	\$185,000
Agency Funds	\$0
<u>Total</u>	<u>\$185,000</u>

Local Benefit \$185,000

Capital Equipment None
Performance 4, 5, 8, 9, 10, 11, 12, 13, 17
Measures



SAFE COMMUNITIES



Task Number 06-09-91-01
Program Name Weld County Child Passenger and Driving Safety Program
Contractor Catholic Charities
Program Manager Erez

Weld County continues to expand with a low income immigrant population that is unfamiliar with child passenger safety and impaired driving issues. Due to language, culture, and lack of awareness of legal issues there is a steady growth of families not using car seats and 80% of car seats are installed incorrectly. There is also an increase of fatal crashes involving alcohol. This project proposes to increase by 10% the use and correct installation of child passenger seats/occupant protection systems. Reduce traffic fatalities by educating and informing on the hazards and consequences of impaired driving.

Evaluation Measure To increase the car seat use to 92% by the year 2010.
 To reduce the percentage of drivers (21-34) in fatal crashes involved in alcohol to 30% by the year 2010.
Funding Source 402
Program Area Occupant Protection

Cost Summary

Personal Services	\$32,304
Operating Expenses	\$25,500
Travel	\$1,500
Capital Equipment	\$0
Contractual Services	\$0
Other (indirects)	\$0
Total	\$59,304

CDOT Funds	\$59,304
Agency Funds	\$16,041
Total	\$75,345

Local Benefit \$59,304

Capital Equipment None
Performance Measures 8,9,10,13,17

Task Number **06-09-91-02**
Program Name **Truck Safety Program – “Driving the Rockies”**
Contractor **Colorado Motor Carriers Association (CMCA)**
Program Manager **Erez**

This project will create and disseminate a video/DVD which will provide a visual representation of the I-70 Mountain Corridor with particular emphasis on safe driving techniques, hazardous locations along the corridor and speed/space management. This video/DVD will be incorporated into a web-site production system with a multi-media approach to highway safety. The website /internet system will allow drivers to view the Corridor as well as real-time weather scans prior to driving the Corridor.

Evaluation Measure Reduce total commercial vehicle crashes along the I-70 Corridor by 5% by the year 2010.

Funding Source 402
Program Area Occupant Protection

Cost Summary

Personal Services	\$9,903
Operating Expenses	\$34,000
Travel	\$0
Capital Equipment	\$0
Contractual Services	\$22,500
Other (indirects)	
<u>Total</u>	<u>\$66,403</u>

CDOT Funds	\$66,403
Agency Funds	\$22,207
<u>Total</u>	<u>\$88,610</u>

Local Benefit \$66,403

Capital Equipment None
Performance Measures 3,4,5

Task Number 06-09-91-03
Program Name Truck Safety Programs in Weld, Larimer, and Adams Counties
Contractor Colorado Motor Carriers Association (CMCA)
Program Manager Erez

The project will address the high rate of truck crashes in Weld, Larimer and Adams Counties and the low rate of seatbelt usage among truck drivers. It will support public information campaigns, public education programs in the schools, senior centers and other community groups. "Circuit Rider", a community outreach program will provide traffic safety education and training to trucking companies and truck stop owners to increase seat belt usage and compliance to governmental regulations.

Evaluation Measure Increase seat belt usage rate from 48% (National Level) to 72% by the year 2010.

Funding Source 402
Program Area Occupant Protection

Cost Summary

Personal Services	\$18,000
Operating Expenses	\$25,000
Travel	\$1,000
Capital Equipment	
Contractual Services	\$81,000
Other (indirects)	
<u>Total</u>	<u>\$125,000</u>

CDOT Funds	\$125,000
Agency Funds	\$35,000
<u>Total</u>	<u>\$160,000</u>

Local Benefit \$125,000

Capital Equipment None
Performance Measures 8,9,10,13,17



PEDESTRIAN AND BICYCLE SAFETY



Task Number **06-10-95-01**
Program Name **Pedestrian & Child Passenger Safety Program**
Contractor **Denver Osteopathic Foundation**
Program Manager **Erez**

The Pedestrian and Buckle Up for Love safety program will provide teachers, parents, and children with pedestrian and seat belt safety education at Denver Metro area preschools and elementary schools focusing on low-income neighborhoods. The program will assist children in learning about pedestrian safety and the use of car seats and seatbelts through educational training and the distribution of safety materials. A pilot project to determine the effectiveness of teaching child pedestrian and seat belt education in the medical setting will be conducted at two sites.

Evaluation Measure **Number of people reached through educational training classes. Number of schools and students targeted.**

Funding Source **402**
Program Area **Bicycle and Pedestrian Safety**

Cost Summary

Personal Services	\$10,000
Operating Expenses	\$30,000
Travel	\$0
Capital Equipment	\$0
Contractual Services	\$0
Other (indirects)	\$0
Total	\$40,000

CDOT Funds	\$40,000
Agency Funds	\$12,000
Total	\$52,000

Local Benefit	\$40,000
----------------------	-----------------

Capital Equipment **None**
Performance Measures **4, 5, 12, 13, 17**

Task Number **06-10-95-02**
Program Name **Cycle Helmet Safety Program**
Contractor **Brain Injury Association of Colorado**
Program Manager **Erez**

The Cycle safety Circus for Kids (Safety Circus) is committed to educate children to wear safety helmets and understand safe cycling practices. The Safety Circus is targeting Fort Collins, Boulder, Denver and Colorado Springs where 75% of all reported cycle crashes occur. Safety Circus will manage four quality circus events in these areas in partnership with local hospitals, schools, police, sheriffs and paramedic departments, and local body entities. The target audience is: Children, parents, educators, and school cyclists. The program will expand educational sessions in schools in Arapahoe and El Paso County, to specifically promote safety cycling practices.

Evaluation Measure **Number of participants reached through the Bicycle Safety Circus events and at activities in schools**

Funding Source **402**
Program Area **Bicycle and Pedestrian Safety**

Cost Summary

Personal Services	\$2,500
Operating Expenses	\$26,000
Travel	\$1,500
Capital Equipment	\$0
Contractual Services	\$10,000
Other (indirects)	\$0
Total	\$40,000

CDOT Funds	\$40,000
Agency Funds	\$40,000
Total	\$80,000

<u>Local Benefit</u>	<u>\$40,000</u>
----------------------	-----------------

Capital Equipment **None**
Performance Measures **3,4,5,17**

Task Number **06-10-95-03**
Program Name **Helmet Safety**
Contractor **Denver Museum of Nature Science (DMNS)**
Program Manager **Erez**

Bicycles are associated with more childhood injuries than any other product except automobiles. The objectives of this project are to educate residents about the importance of helmet use through the most effective approach for each age group and for the general Museum visitor. DMNS outreach programs for K-12 and portable health displays for school and community groups emphasize the importance of protecting the brain and the role that helmets play in preventing unintentional injuries. Helmets (other funding source) are distributed to all 4th graders at the time of program delivery.

The project evaluation will be conducted via a new technology that will be incorporated into the classroom using individual answer pads, known as the Classroom Performance System (CPS). This system will enable DMNS to collect data regarding student attitudes towards helmet and seatbelt use and the skill needed to make healthier choices.

Evaluation Measure Number of students reached
 Number of helmets distributed
 Evaluating attitudes towards helmet and seat belt use
 Pre/post program

Funding Source 402
 Program Area Bike /Pedestrian Safety

<u>Cost Summary</u>	
Personal Services	\$3,232
Operating Expenses	\$17,400
Travel	\$1,368
Capital Equipment	\$0
Contractual Services	\$0
Other (indirects)	\$0
Total	\$22,000

CDOT Funds	\$22,000
Agency Funds	\$25,031
Total	\$47,031

Local Benefit **\$22,000**

Capital Equipment None
 Performance 3,4,17
 Measures

TRAFFIC RECORDS

Task Number **06-04-41-01**
Program Name **Traffic Records Update**
Contractor **To Be Determined (TBD)**
Program Manager **Marandi**

To create/update application software to automate and standardize CDOT's task of updating, managing and maintaining the Accident Data from the Department of Revenue. This application will enable CDOT's Accident Data Management Unit and other internal users to select and download the converted data into a desired format. To effect this effort we will be working on obtaining assistance for programming the roadway program and a facilitator to begin developing the strategic plan for the Traffic Records Assessment resolution. Capitalized Equipment would be for a new computer that will house the road code data and should be less than the amount allocated.

Evaluation Measure Automated Traffic Records

Funding Source 402/408
Program Area Traffic Records

<u>Cost Summary</u>	
Personal Services	\$10,000
Operating Expenses	
Travel	
Capital Equipment	\$5,000
Contractual Services	
Other (indirects)	
<u>Total</u>	<u>\$15,000</u>
CDOT Funds	\$15,000
Agency Funds	0
<u>Total</u>	<u>\$15,000</u>

Local Benefit

Capital Equipment Computer paraphernalia
Performance 7
Measures

Task Number **06-04-41-02**
Program Name **Data Conversion and Web Application**
Contractor **Colorado Department of Revenue**
Program Manager **Marandi**

To develop upgrades to the Motor Vehicle Division accident records system and enhance the capabilities for the electronic transfer of data to the CDOT. Ensure compatibility with CDOT's existing Oracle database structure. This project was started in FY 2004 and is on-going in FY 2005.

Evaluation Measure Implementation of an enhanced crash records system and an improved data transfer process

Funding Source 402/408
Program Area Traffic Records

<u>Cost Summary</u>	
Personal Services	
Operating Expenses	
Travel	
Capital Equipment	
Contractual Services	\$120,000
Other (indirects)	
<u>Total</u>	<u>\$120,000</u>
CDOT Funds	\$120,000
Agency Funds	0
<u>Total</u>	<u>\$120,000</u>

Local Benefit

Capital Equipment None
Performance 7
Measures

Task Number **06-04-41-03**
Program Name **CSP System Enhancement**
Contractor **Colorado State Patrol**
Program Manager **Marandi**

To improve access to the established accident data transfer system, to create a consistent, standard transfer file structure for all imported accident reports in the Motor Vehicle database system implanting EARS XML Import (EARS-XML) process and to continue the development of a pilot project with the Colorado State Patrol where officers will enter the Uniform Summons & Complaint or Penalty Assessment directly into mobile data computers and transfer the information electronically to the Department of Revenue, Motor Vehicle Division and the Judicial Department.

Evaluation Measure Implementation of a pilot program to transfer accident data and information electronically

Funding Source 402/408
Program Area Traffic Records

<u>Cost Summary</u>	
Personal Services	\$50,000
Operating Expenses	
Travel	
Capital Equipment	
Contractual Services	
Other (indirects)	
<u>Total</u>	<u>\$50,000</u>
CDOT Funds	\$50,000
Agency Funds	0
<u>Total</u>	<u>\$50,000</u>

Local Benefit

Capital Equipment None
Performance 7
Measures

Task Number **06-04-41-04**
Program Name **Problem Identification/Annual Report**
Contractor
Program Manager **Lopez**

To continue the ongoing effort necessary to support program and project development and evaluation.

Task activities will include new data analyses and identification of candidates for targeted highway safety programs, research in support of communities implementing targeted programs, and evaluation of these projects.

A new component to this analysis will include citation analysis to enable a more accurate predictive crash model.

Evaluation Measure Ensure the contractor meets deadlines, planned goals
and objectives, and stays within budget.

Funding Source **402/408**
Program Area **Traffic Records**

<u>Cost Summary</u>	
Personal Services	\$175,000
Operating Expenses	
Travel	
Capital Equipment	
Contractual Services	
Other (indirects)	
<u>Total</u>	<u>\$175,000</u>
CDOT Funds	\$175,000
Agency Funds	
<u>Total</u>	<u>\$175,000</u>

Local Benefit \$0

Capital Equipment **None**
Performance Measures **All but 7**

Task Number **06-04-41-05**
Program Name **Annual Seat Belt Surveys**
Contractor **Colorado State University**
Program Manager **Jahn-Elfton**

Colorado State University will continue to perform the annual observational survey of seat belt use in Colorado. The study 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 survey of juvenile and teen age seat belt usage surveys is also included in this task.

Evaluation Measure Successful completion of both the adult, juvenile and teen age seat belt surveys.

Funding Source 402/408
Program Area Traffic Record

Cost Summary

Personal Services	\$118,000
Operating Expenses	\$2,500
Travel	\$20,500
Capital Equipment	
Contractual Services	
Other (indirects)	
<u>Total</u>	<u>\$141,000</u>

CDOT Funds	\$141,000
Agency Funds	\$63,585
<u>Total</u>	<u>\$204,585</u>

Local Benefit

Capital Equipment None
Performance 9, 10, 11
Measures

Task Number **06-04-41-06**
Program Name **Emergency Medical Services and Trauma**
Contractor **Staff Safety**
Program Manager **Marandi**

To expand and improve the crash and hospital data linkage project that was started in FY 2001. This project will refine the linkage process, link additional years of data, and focus on the analysis of the linked data sets. The goal is to identify specific problems and answer specific questions to those problems. Proposed topics for research include the elderly driver, the teenage driver, the impact of the graduated driver licensing law, variations in pre-hospital time, and the high-risk individual.

Evaluation Measure Refinements to the linkage process, results from the analysis of the linked data, and targeted prevention strategies.
Funding Source 402/408
Program Area Traffic Records

<u>Cost Summary</u>	
Personal Services	\$24,500
Operating Expenses	
Travel	
Capital Equipment	
Contractual Services	
Other (indirects)	\$500
<u>Total</u>	<u>\$25,000</u>
CDOT Funds	\$25,000
<u>Agency Funds</u>	<u>0</u>
<u>Total</u>	<u>\$25,000</u>

Local Benefit

Capital Equipment None
Performance Measures 7

Task Number **06-04-41-07**
Program Name **Impaired Driving Program Assessment**
Contractor **To Be Determined (TBD)**
Program Manager **G. Davis**

To update Colorado’s Strategic Plan for the Impaired Driving program, the Current Systems Report and the Action Plan to comply with proposed funding requirements of NHTSA and FHWA. This Assessment will enable the Impaired Driving Unit to improve their ability to target those areas that need improvement in the state.

Evaluation Measure Assessment

Funding Source 402/408
Program Area Traffic Records

<u>Cost Summary</u>	
Personal Services	\$30,000
Operating Expenses	
Travel	
Capital Equipment	
Contractual Services	
Other (indirects)	
<u>Total</u>	<u>\$30,000</u>
CDOT Funds	\$30,000
Agency Funds	0
<u>Total</u>	<u>\$30,000</u>

Local Benefit

Capital Equipment None
Performance Measures 7, 1, 2, 14, 16



Town Studies

ROADWAY SAFETY



Proper Signage



402 Seminar

Task Number 06-05-51-01
Program Name Traffic Safety Engineering
Contractor Safety and Traffic Engineering Branch Staff and Private Consultants
Program Manager Wilkinson

Traffic safety engineering studies will be offered to approximately seven towns, with populations below 20,000, which request and are selected for a study based on crash history. Towns selected will agree to implement findings and develop reporting to demonstrate impact.

The traffic safety engineering studies will address specific needs such as: signing, pavement markings, parking, traffic flow, school zones, railroad crossings, construction work zones, accident history, and roadside obstacles. Towns will be provided their Safety Engineering Studies for implementation.

Evaluation Measure Traffic Safety study recommendations are implemented. Two to three years after the study, crashes in the community will be compared to crashes prior to the study to determine the magnitude of the reduction. Recommendation implemented documentation provided by the towns.

Funding Source 402
Program Area Roadway Safety

Cost Summary

Personal Services	\$12,000
Operating Expenses	\$1,000
Travel	\$1,000
Capital Equipment	
Contractual Services	\$91,000
Other (indirects)	
<u>Total</u>	<u>\$105,000</u>

CDOT Funds	\$105,000
<u>Agency Funds</u>	
<u>Total</u>	<u>\$105,000</u>

Local Benefit \$91,000

Capital Equipment None
Performance Measures 3 to 6, 15 and 17

Task Number **06-05-51-02**
Program Name **Signs for Small Communities**
Contractor **Safety and Traffic Engineering Branch Staff**
Program Manager **Reyes**

To complement the traffic safety engineering studies of task 06-05-51-01, some towns will be eligible for assistance with regulatory sign, warning sign and sign post purchases. Towns selected will agree to implement findings and develop reporting to demonstrate impact.

Evaluation Measure Signs are installed. Two to three years after the study, crashes in the community will be compared to crashes prior to the study to determine the magnitude of the reduction.

Funding Source 402
Program Area Roadway Safety

<u>Cost Summary</u>	
Personal Services	\$3,000
Operating Expenses	\$21,000
Travel	
Capital Equipment	
Contractual Services	
Other (indirects)	
Total	\$24,000

CDOT Funds	\$24,000
Agency Funds	
Total	\$24,000

Local Benefit \$21,000

Capital Equipment None
Performance Measures 3 to 6, 15 and 17

Task Number **06-05-51-03**
Program Name **Traffic Engineering Seminars**
Contractor **Transportation Safety and Traffic Engineering**
 Branch Staff
Program Manager **Reyes**

Education that contributes to accident reductions. It is desired in FFY 2006 to continue efforts to provide transportation engineering training seminars to individuals with transportation engineering responsibilities within small communities and special groups. These seminars will provide instruction about the clear zone concept, signing, pavement markings, the Manual on Uniform Traffic Control Devices (MUTCD), work zone traffic control and other related topics. A part of the seminar will promote other state and local safety programs as well as provide insight into liability issues.

Evaluation Measure Approximately 120 to 130 individuals trained from local entities.

Funding Source 402
Program Area Roadway Safety

Cost Summary

Personal Services	\$6,000
Operating Expenses	\$22,000
Travel	\$2,000
Capital Equipment	\$3,000
Contractual Services	
Other (indirects)	
<u>Total</u>	<u>\$33,000</u>

CDOT Funds	\$33,000
Agency Funds	
<u>Total</u>	<u>\$33,000</u>

Local Benefit \$25,000

Capital Equipment Public Address System
Performance 3 to 6, 15 and 17
Measures

Task Number	06-05-51-04
Program Name	Work Zone Seminars
Contractor	Colorado Local Technical Assistance Program
Program Manager	Chase

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

Evaluation Measure	Approximately 100 to 150 individuals trained from local entities
Funding Source	402
Program Area	Roadway Safety

<u>Cost Summary</u>	
Personal Services	\$1,000
Operating Expenses	
Travel	
Capital Equipment	
Contractual Services	\$10,000
Other (indirects)	
<u>Total</u>	<u>\$11,000</u>

CDOT Funds	\$11,000
Agency Funds	
<u>Total</u>	<u>\$11,000</u>

Local Benefit	\$10,000
---------------	----------

Capital Equipment	None
Performance Measures	3 to 6, 15 and 17

Task Number **06-05-51-05**
Program Name **Traffic and Highway Engineering Training**
Contractor **Private consultants, to be determined (TBD)**
Program Manager **Chase**

Because of rapid developments in technologies and concepts in the transportation engineering discipline, it is desired to continue efforts to provide traffic and highway engineering training and certification for traffic and highway-engineering professionals and technicians within the Colorado Department of Transportation and local communities. To this end, at least nine traffic highway engineering training courses/seminars will be offered at various locations throughout Colorado. Training evaluations will be used to demonstrate impact and to reshape the program.

Evaluation Measure Approximately 300 to 450 people trained by CDOT and local entities. Training evaluations from attendees.

Funding Source 402
Program Area Roadway Safety

<u>Cost Summary</u>	
Personal Services	\$6,000
Operating Expenses	
Travel	
Capital Equipment	
Contractual Services	\$92,000
Other (indirects)	
<u>Total</u>	<u>\$98,000</u>

CDOT Funds	\$98,000
Agency Funds	
<u>Total</u>	<u>\$98,000</u>

Local Benefit \$10,000

Capital Equipment None
Performance Measures 3 to 6, 15 and 17

Task Number **06-05-51-06**
Program Name **Maintenance Incentive Program**
Contractor **Safety and Traffic Engineering Branch Staff**
Program Manager **Wilkinson**

Incentive award program to reward a maintenance patrol that has initiated and completed noteworthy safety improvements to the roadside that will contribute to reducing the severity of run-off- the road crashes. Projects nominated by the Patrols will be evaluated for run-off the road crash reduction potential. The selected project will be the one with the greatest potential for run-off the road crash reduction.

Evaluation Measure Improvements made to contribute to reducing the severity of run-off-the road crashes along the selected stretch of road
Funding Source 402
Program Area Roadway Safety

<u>Cost Summary</u>	
Personal Services	\$500
Operating Expenses	\$3,000
Travel	
Capital Equipment	
Contractual Services	
Other (indirects)	
<u>Total</u>	<u>\$3,500</u>

CDOT Funds	\$3,500
Agency Funds	
<u>Total</u>	<u>\$3,500</u>

Local Benefit

Capital Equipment None
Performance Measures 3 to 6, and 15 to 17

Task Number **06-05-51-07**
Program Name **Information Brochures & Technical Reference Materials**
Contractor **Transportation Safety and Traffic Engineering Branch Staff**
Program Manager **Chase**

Roadway safety related brochures will be produced, and technical reference materials will be acquired for and distributed to those who are officially responsible for traffic control devices and operations. Past brochures will also be updated and reprinted.

Evaluation Measure Distribution of public information brochures and technical reference materials to over 100 small towns and communities
Funding Source 402
Program Area Roadway Safety

<u>Cost Summary</u>	
Personal Services	\$4,000
Operating Expenses	\$20,200
Travel	
Capital Equipment	
Contractual Services	
Other (indirects)	
<u>Total</u>	<u>\$24,200</u>

CDOT Funds	\$24,200
Agency Funds	
<u>Total</u>	<u>\$24,200</u>

Local Benefit \$12,100

Capital Equipment None
Performance Measures 3 to 6, 15 and 17

Task Number **06-05-51-08**
Program Name **Professional Memberships**
Contractor **Safety and Traffic Engineering Branch Staff**
Program Manager **Chase**

Provide funding for half the cost of purchasing of approximately twenty two memberships for the Institute of Transportation Engineers ITE. (As per CDOT Policy memo 001). These memberships will allow select licensed Professional Engineering staff in Headquarters and the Regions to attend local meetings, and receive Institute literature. This will allow them to remain abreast of new developments in the state-of-the-art of Transportation Engineering. In addition, the membership will permit access to the ITE research online library. This is an essential tool for practicing Traffic Engineering staff as they make transportation decisions on a daily basis.

Evaluation Measure Provide up to 22 Traffic Engineers ITE memberships

Funding Source State Funds/402
Program Area Roadway Safety

<u>Cost Summary</u>	
Personal Services	\$200
Operating Expenses	\$2,400
Travel	
Capital Equipment	
Contractual Services	
Other (indirects)	
<u>Total</u>	<u>\$2,600</u>

CDOT Funds	\$2,600
Agency Funds	
<u>Total</u>	<u>\$2,600</u>

Local Benefit

Capital Equipment None
Performance Measures 3 to 6, 15 and 17



PUBLIC INFORMATION



Task Number 06-08-81-01
Program Name The Heat Is On! High-Visibility DUI Enforcement
Contractor CDOT Public Relations Office
Program Manager Nelson

Alcohol-related traffic crashes account for more than 33 percent of traffic deaths in Colorado.

Evaluation Measure Reduce the percentage of alcohol-related fatal crashes from 36.5% in 1996 to 29.0% by the year 2010.

Funding Source 402
Program Area Public Information

Cost Summary

Personal Services	
Operating Expenses	
Travel	
Capital Equipment	
Contractual Services	
Other (indirects)	\$400,000
<u>Total</u>	<u>\$400,000</u>

CDOT Funds	\$400,000
Agency Funds	
<u>Total</u>	<u>\$400,000</u>

Local Benefit

Capital Equipment None
Performance Measures 1,2,4,5,14,15,17

Task Number **06-08-81-02**
Program Name **Salaries and Expenses – Alcohol**
Contractor **CDOT Public Relations Office**
Program Manager **Nelson**

Public awareness is a critical component to the success of traffic safety programs.

Evaluation Measure Reduce the percentage of alcohol-related fatal crashes from 36.5% in 1996 to 29.0% by the year 2010.

Funding Source 402
Program Area Public Information

Cost Summary

Personal Services	\$66,000
Operating Expenses	\$2,500
Travel	\$2,500
Capital Equipment	
Contractual Services	
Other (indirects)	
<u>Total</u>	<u>\$71,000</u>

CDOT Funds	\$71,000
Agency Funds	
<u>Total</u>	<u>\$71,000</u>

Local Benefit

Capital Equipment None
Performance Measures 1,2,4,5,14,15,17

Task Number 06-08-81-03
Program Name Salaries and Expenses – Occupant Protection
Contractor CDOT Public Relations Office
Program Manager Nelson

Public awareness is a critical component to the success of traffic safety programs.

Evaluation Measure Increase the statewide overall seat belt use rate to 85% by year 2010.

Funding Source 402
Program Area Public Information

Cost Summary

Personal Services	\$70,000
Operating Expenses	\$2,500
Travel	\$2,500
Capital Equipment	
Contractual Services	
Other (indirects)	
<u>Total</u>	<u>\$75,000</u>

CDOT Funds	\$75,000
<u>Agency Funds</u>	
<u>Total</u>	<u>\$75,000</u>

Local Benefit

Capital Equipment None
Performance 8,9,10,11,12,13,17
Measures

Task Number **06-08-81-04**
Program Name **Click It or Ticket - High-Visibility Seat Belt Enforcement**
Contractor **CDOT Public Relations Office**
Program Manager **Mairi Nelson**

Seat belt use is currently 79.3 percent in Colorado. Of the 502 drivers and passengers who died in traffic crashes in 2004 in Colorado, 282 did not use seat belts.

Evaluation Measure Increase the statewide overall seat belt use rate to 85% by year 2010.

Funding Source 402
Program Area Public Information

Personal Services	
Operating Expenses	
Travel	
Capital Equipment	
Contractual Services	
Other (indirects)	\$400,000
<u>Total</u>	<u>\$400,000</u>

CDOT Funds	\$400,000
<u>Agency Funds</u>	
<u>Total</u>	<u>\$400,000</u>

Local Benefit

Capital Equipment	None
Performance Measures	8,9,10,11,12,13,17

Task Number 06-08-81-05
Program Name DUI Program Materials
Contractor CDOT Public Relations Office
Program Manager Mairi Nelson

Alcohol-related traffic crashes account for more than 33 percent of traffic deaths in Colorado.

Evaluation Measure Reduce the percentage of alcohol-related fatal crashes from 36.5% in 1996 to 29.0% by the year 2010.

Funding Source 402
Program Area Public Information

Personal Services	
Operating Expenses	\$50,000
Travel	
Capital Equipment	
Contractual Services	
Other (indirects)	
<u>Total</u>	<u>\$50,000</u>

CDOT Funds	\$50,000
Agency Funds	
<u>Total</u>	<u>\$50,000</u>

Local Benefit

Capital Equipment	None
Performance Measures	1,2,4,5,14,15,17

Task Number 06-08-81-06
Program Name Teen Driving and GDL law
Contractor CDOT Public Relations Office
Program Manager Mairi Nelson

Teens represented about 7 percent of the licensed drivers in 2004 but accounted for more than 19 percent of the traffic deaths in the state. Teen seat belt use is at 70 percent, well below the statewide average of 79.3 percent. Colorado has enacted new provisions to the Graduated Driver's Licensing (GDL) law in 2005. States that conduct effective public awareness campaigns about their GDL laws see greater reduction in young driver deaths than states that do not conduct such campaigns.

Evaluation Measure Increase the statewide overall seat belt use rate to 85% by year 2010. For drinking drivers under age 21, reduce the rate of involvement in alcohol-related fatal crashes from 12.5% in 1995 to 11.5% in 2005.

Funding Source 402
Program Area Public Information

Cost Summary

Personal Services	
Operating Expenses	\$100,000
Travel	
Capital Equipment	
Contractual Services	
Other (indirects)	
Total	\$100,000

CDOT Funds	\$100,000
Agency Funds	
Total	\$100,000

Local Benefit

Capital Equipment None
Performance Measures 1,8,14, 17

Task Number **06-08-81-07**
Program Name **Child Passenger Safety**
Contractor **CDOT Public Relations Office**
Program Manager **Mairi Nelson**

Child car seat use and child seat belt use is 83.4 percent and 69.3 percent respectively. Child car seat and seat belt misuse is high. Colorado's booster seat law is nearly two years old and much more education needs to be done to increase compliance with the law.

Evaluation Measure Increase car seat use for children to 92% by year 2010.
 Increase seat belt use by children ages 5 to 15 to 80%
 by 2010.
 Funding Source 402
 Program Area Public Information

Cost Summary

Personal Services	
Operating Expenses	\$50,000
Travel	
Capital Equipment	
Contractual Services	
Other (indirects)	
<u>Total</u>	<u>\$50,000</u>

CDOT Funds	\$50,000
<u>Agency Funds</u>	
<u>Total</u>	<u>\$50,000</u>

Local Benefit

Capital Equipment None
 Performance 12,13,17
 Measures

Task Number **06-08-81-08**
Program Name **Media Campaign for Motorcycle Safety**
Contractor **CDOT Public Relations Office**
Program Manager **Mairi Nelson**

The number of crashes involving motorcycles has increased from 1,383 in 1997 to 2,146 in 2003. There will be an increased effort to bring more public awareness to the importance of motorcycle safety.

Evaluation Measure Reduce the number of motorcycle crashes per 100,000 motorcycle registrations from 15.7 in 1998 to 16.0 by the year 2010
Funding Source State Funds
Program Area Public Information

Cost Summary

Personal Services	
Operating Expenses	\$40,000
Travel	
Capital Equipment	
Contractual Services	
Other (indirects)	
<u>Total</u>	<u>\$40,000</u>

CDOT Funds	\$40,000
Agency Funds	
<u>Total</u>	<u>\$40,000</u>

Local Benefit

Capital Equipment None
Performance 6
Measures



**SLOW FOR THE
CONE ZONE**

COLORADO DEPARTMENT OF TRANSPORTATION

CONE ZONE

Task Number **06-02-21-03**
Program Name **Maintenance Cone Zone Enforcement**
Contractor **Colorado State Patrol**
Program Manager **Long**

During FY 2006 the Colorado Department of Transportation will continue a statewide aggressive driving prevention and maintenance zone safety program called Maintenance Cone Zone.

Evaluation Measure 5% reduction in maintenance work zone crashes.

Funding Source 402
Program Area Work Zone Safety

<u>Cost Summary</u>	
Personal Services	\$125,000
Operating Expenses	
Travel	
Capital Equipment	
Contractual Services	
Other (indirects)	
Total	\$125,000

CDOT Funds	\$125,000
Agency Funds	\$0
Total	\$125,000

Local Benefit None

Capital Equipment None
Performance All except 7 to 13
Measures

Task Number **06-02-21-04**
Program Name **Construction Cone Zone Enforcement**
Contractor **Colorado State Patrol**
Program Manager **Long**

During FY 2006 the Colorado Department of Transportation will continue a statewide aggressive driving prevention and work zone safety program called Construction Cone Zone Enforcement.

Evaluation Measure 5% reduction in work zone crashes.

Funding Source State Funds
Program Area Work Zone Safety

<u>Cost Summary</u>	
Personal Services	\$125,000
Operating Expenses	
Travel	
Capital Equipment	
Contractual Services	
Other (indirects)	
<u>Total</u>	<u>\$125,000</u>

CDOT Funds	\$125,000
Agency Funds	\$0
<u>Total</u>	<u>\$125,000</u>

Local Benefit None

Capital Equipment None
Performance All except 7 to 13
Measures

Task Number	06-08-81-09
Program Name	Work Zone Safety
Contractor	CDOT Public Relations Office
Program Manager	Stacey Stegman

Construction zone traffic crashes continue to increase in Colorado with 1,694 in 2003. Most often it is the driver who is injured or killed in these crashes. However, CDOT and contractor employees have been injured and killed in work zone crashes. Motorists need to be reminded to slow down for work zones and drive with caution. They also need to know the laws and penalties for violating work zone speed limits and traffic control.

Evaluation Measure	Reduce the total number of crashes per 100 million VMT to 291.3 by year 2010.
--------------------	-------------------------------------------------------------------------------

Funding Source	State Funds
Program Area	Public Information

Cost Summary

Personal Services	
Operating Expenses	\$125,000
Travel	
Capital Equipment	
Contractual Services	
Other (indirects)	
<u>Total</u>	<u>\$125,000</u>

CDOT Funds	\$125,000
Agency Funds	
<u>Total</u>	<u>\$125,000</u>

Local Benefit

Capital Equipment	None
Performance Measures	3,4,17



ROCKFALL

Rockfall Mitigation: Annual Rockfall Program, FY 2006

Description: To Reduce Rockfall along State Highway Corridors

Requestor: HQ Materials Lab

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	3,000,000
Local Funds:	\$	-
Total:	\$	3,000,000

Rockfall Mitigation: Annual Rockfall Program, FY 2007

Description: To Reduce Rockfall along State Highway Corridors

Requestor: HQ Materials Lab

Evaluation Measure:

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	3,000,000
Local Funds:	\$	-
Total:	\$	3,000,000

Rockfall Mitigation: Annual Rockfall Program, FY 2008

Description: To Reduce Rockfall along State Highway Corridors

Requestor: HQ Materials Lab

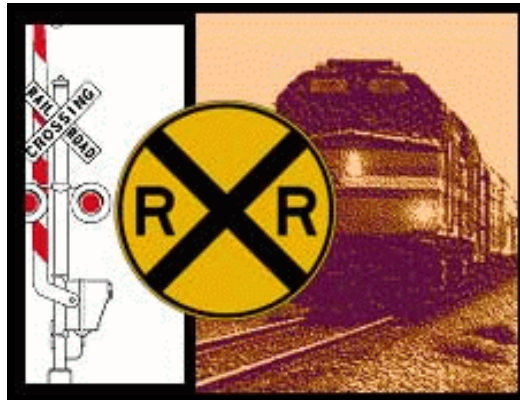
Evaluation Measure:

Cost Summary:

Federal Funds:	\$	-
State Funds:	\$	3,000,000
Local Funds:	\$	-
Total:	\$	3,000,000



RAIL CROSSING PROTECTION PROGRAM



FY 2006 RRX Project: 5th St. E/O Perry in Castle Rock

Description: 4 Quadrant gates

Requestor: City of Castle Rock (UPRR)

Evaluation Measure: FHWA cost/ benefit - accident reduction program

Cost Summary:

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

FY 2006 RRX Project: CR Z W/O US 350 near La Junta

Description: Lights, gates, bells and sensors

Requestor: Otero County (BNSF)

Evaluation Measure: FHWA cost/ benefit - accident reduction program

Cost Summary:

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

FY 2006 RRX Project: CR 18 S/O US 50 near Rocky Ford

Description: Lights, gates, bells and sensors

Requestor: Otero County (BNSF)

Evaluation Measure: FHWA cost/ benefit - accident reduction program

Cost Summary:

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

FY 2006 RRX Project: CR 30.5 S/O US 50 near Holly

Description: Lights, gates, bells and sensors

Requestor: Prowers County (BNSF)

Evaluation Measure: FHWA cost/ benefit - accident reduction program

Cost Summary:

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

FY 2006 RRX Project: CR G.8 N/E of Palisade

Description: Lights, gates, bells and sensors

Requestor: Mesa County (UPRR)

Evaluation Measure: FHWA cost/ benefit - accident reduction program

Cost Summary:

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

FY 2006 RRX Project: G Rd at US 6 W/O Palisade

Description: Lights, gates, bells and sensors

Requestor: Mesa County (UPRR)

Evaluation Measure: FHWA cost/ benefit - accident reduction program

Cost Summary:

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

FY 2006 RRX Project: Delta Rail Corridor Realignment

Description: Track realignment to facilitate truck bypass

Requestor: Delta County (UPRR)

Evaluation Measure: FHWA cost/ benefit - accident reduction program

Cost Summary:

Federal Funds:	\$	850,000
State Funds:	\$	-
Local Funds:	\$	100,000
Total:	\$	950,000

FY 2006 RRX Project: CR 62 in Wellington

Description: Lights, gates, bells and sensors (Additional Funding)

Requestor: Weld County (BNSF)

Evaluation Measure: FHWA cost/ benefit - accident reduction program

Cost Summary:

Federal Funds:	\$	99,064
State Funds:	\$	-
Local Funds:	\$	2,972
Total:	\$	102,036

FY 2006 RRX Project: 4th Street in Fort Lupton

Description: Lights, gates, bells and sensors

Requestor: City of Fort Lupton (UPRR)

Evaluation Measure: FHWA cost/ benefit - accident reduction program

Cost Summary:

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

FY 2006 RRX Project: US 34 E/O CR 13 near Windsor

Description: Lights, gates, bells and sensors

Requestor: Region 4, CDOT (GWR)

Evaluation Measure: FHWA cost/ benefit - accident reduction program

Cost Summary:

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

FY 2006 RRX Project: SH 257 S/O Garden Lane in Windsor

Description: Lights, gates, bells and sensors

Requestor: Region 4, CDOT (GWR)

Evaluation Measure: FHWA cost/ benefit - accident reduction program

Cost Summary:

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

FY 2006 RRX Project: 57th St. at BNSF tracks in Loveland

Description: Preliminary engineering for grade separation

Requestor: City of Loveland (BNSF)

Evaluation Measure: FHWA cost/ benefit - accident reduction program

Cost Summary:

Federal Funds:	\$	50,000
State Funds:		
Local Funds:	\$	5,000
Total:	\$	55,000

FY 2006 RRX Project: US 285 East, Alamosa 4 Crossings

Description: Lights, gates, bells and sensors

Requestor: Region 5, CDOT (SL&RG)

Evaluation Measure: FHWA cost/ benefit - accident reduction program

Cost Summary:

Federal Funds:	\$	800,000
State Funds:	\$	-
Local Funds:	\$	-
Total:	\$	800,000

FY 2006 RRX Project: SH 121 (Wadsworth Bypass) at Grandview

Description: Grade separation structure

Requestor: City of Arvada (BNSF)

Evaluation Measure: FHWA cost/ benefit - accident reduction program

Cost Summary:

Federal Funds:	\$	900,000
State Funds:	\$	220,000
Local Funds:	\$	-
Total:	\$	1,120,000

FY 2006 RRX Project: Quebec NB and SB at Smith Road

Description: Signal interconnect

Requestor: Region 6, CDOT (UPRR)

Evaluation Measure: FHWA cost/ benefit - accident reduction program

Cost Summary:

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

FY 2007 RRX Project: Monaco between 42nd Ave and Smith Road

Description: Lights, gates, bells and sensors

Requestor: City of Denver (UPRR)

Evaluation Measure: FHWA cost/ benefit - accident reduction program

Cost Summary:

Federal Funds:	\$	205,000
State Funds:	\$	-
Local Funds:	\$	-
Total:	\$	205,000

FY 2007 RRX Project: Havana Street N/O Smith Road

Description: Lights, gates, bells and sensors

Requestor: City of Denver (UPRR)

Evaluation Measure: FHWA cost/ benefit - accident reduction program

Cost Summary:

Federal Funds:	\$	205,000
State Funds:	\$	-
Local Funds:	\$	-
Total:	\$	205,000

FY 2007 RRX Project: York Street S/O 43rd Ave

Description: Lights, gates, bells and sensors

Requestor: City of Denver (UPRR)

Evaluation Measure: FHWA cost/ benefit - accident reduction program

Cost Summary:

Federal Funds:	\$	205,000
State Funds:	\$	-
Local Funds:	\$	-
Total:	\$	205,000

FY 2007 RRX Project: Josephine St and 42nd Ave

Description: Lights, gates, bells and sensors

Requestor: City of Denver (UPRR)

Evaluation Measure: FHWA cost/ benefit - accident reduction program

Cost Summary:

Federal Funds:	\$	205,000
State Funds:	\$	-
Local Funds:	\$	-
Total:	\$	205,000

FY 2007 RRX Project: Powhaton Road N/O Smith Road in Adams Cty

Description: Lights, gates, bells and sensors

Requestor: Adams County (UPRR)

Evaluation Measure: FHWA cost/ benefit - accident reduction program

Cost Summary:

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

FY 2007 RRX Project: Vision Lane near Pueblo

Description: Lights, gates, bells, sensors and adjust approaches

Requestor: Pueblo County (BNSF)

Evaluation Measure: FHWA cost/ benefit - accident reduction program

Cost Summary:

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

FY 2007 RRX Project: Bridge Street (SH 7) in Brighton

Description: Warning circuitry

Requestor: City of Brighton (UPRR)

Evaluation Measure: FHWA cost/ benefit - accident reduction program

Cost Summary:

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

FY 2007 RRX Project: CR DD near Akron

Description: Lights, gates, bells and sensors

Requestor: Washington County (BNSF)

Evaluation Measure: FHWA cost/ benefit - accident reduction program

Cost Summary:

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

FY 2007 RRX Project: Dartmouth E/O Tejon in Englewood

Description: Signal Upgrades

Requestor: City of Englewood (BNSF)

Evaluation Measure: FHWA cost/ benefit - accident reduction program

Cost Summary:

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

FY 2007 RRX Project: SH 121 (Wadsworth Bypass) at Grandview

Description: Grade separation structure

Requestor: City of Arvada (BNSF)

Evaluation Measure: FHWA cost/ benefit - accident reduction program

Cost Summary:

Federal Funds:	\$	3,669,430
State Funds:	\$	529,747
Local Funds:	\$	-
Total:	\$	4,199,177

FY 2008 RRX Project: Dahlia N/O Smith Road in Denver

Description: Lights, gates, bells and sensors

Requestor: City and County of Denver (UPRR)

Evaluation Measure: FHWA cost/ benefit - accident reduction program

Cost Summary:

Federal Funds: \$	195,000
State Funds: \$	-
Local Funds: \$	-
Total: \$	195,000

FY 2008 RRX Project: CR 28N (Manila Rd.) N/O US 36 in Adams County

Description: Lights, gates, bells and sensors

Requestor: Adams County (UPRR)

Evaluation Measure: FHWA cost/ benefit - accident reduction program

Cost Summary:

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

FY 2008 RRX Project: Denver Ave. N/O US 36 in Adams County

Description: Lights, gates, bells and sensors

Requestor: Adams County (UPRR)

Evaluation Measure: FHWA cost/ benefit - accident reduction program

Cost Summary:

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

FY 2008 RRX Project: CR 20.5 S/O US 50 near Rocky Ford

Description: Lights, gates, bells and sensors

Requestor: Otero County (BNSF)

Evaluation Measure: FHWA cost/ benefit - accident reduction program

Cost Summary:

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

FY 2008 RRX Project: CR 302 (Lime Rd.) near Pueblo

Description: Lights, gates, bells and sensors

Requestor: Pueblo County (BNSF)

Evaluation Measure: FHWA cost/ benefit - accident reduction program

Cost Summary:

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

FY 2008 RRX Project: Baker Ave. (SH 96) in Boone

Description: Wayside horns

Requestor: Town of Boone (BNSF)

Evaluation Measure: FHWA cost/ benefit - accident reduction program

Cost Summary:

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

FY 2008 RRX Project: CR 110 (Pace Rd.) near Pueblo

Description: Lights, gates, bells and sensors

Requestor: Pueblo County (UPRR)

Evaluation Measure: FHWA cost/ benefit - accident reduction program

Cost Summary:

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

FY 2008 RRX Project: CR 57 (Barnard Ave.) S/O US 40 near Grandby

Description: Lights, gates, bells and sensors

Requestor: Grand County (UPRR)

Evaluation Measure: FHWA cost/ benefit - accident reduction program

Cost Summary:

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

FY 2008 RRX Project: W Lake St. at BNSF in Fort Collins

Description: Lights, gates, bells and sensors

Requestor: City of Fort Collins (BNSF)

Evaluation Measure: FHWA cost/ benefit - accident reduction program

Cost Summary:

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

FY 2007 RRX Project: CR 30 E/O US 85 near Platteville

Description: Lights, gates, bells and sensors

Requestor: Town of Platteville (UPRR)

Evaluation Measure: FHWA cost/ benefit - accident reduction program

Cost Summary:

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

FY 2008 RRX Project: CR 56 E/O CR 19 near Fort Collins

Description: Lights, gates, bells and sensors

Requestor: Larimer County (UPRR)

Evaluation Measure: FHWA cost/ benefit - accident reduction program

Cost Summary:

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

APPENDIX C –
CERTIFICATION
AND ASSURANCES

STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - (1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- National law enforcement mobilizations,
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,
- An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect.

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g)

523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F):

The State will provide a drug-free workplace by:

- a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b) Establishing a drug-free awareness program to inform employees about:
 - 1) The dangers of drug abuse in the workplace.
 - 2) The grantee's policy of maintaining a drug-free workplace.
 - 3) Any available drug counseling, rehabilitation, and employee assistance programs.
 - 4) The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c) Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
 - 1) Abide by the terms of the statement.
 - 2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
 - 5) Taking appropriate personnel action against such an employee, up to and including termination.
 - 6) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT).

The State will comply with the provisions of 5 U.S.C. 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

CERTIFICATION REGARDING FEDERAL LOBBYING:

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

- (1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (2) 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 participants shall attach an explanation to this proposal.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2005 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


Date

APPENDIX D – **NHTSA HSP FORM 217**

The Grants Tracking System Highway Safety Plan Cost Summary serves as the NHTA HSP Form 217. Form 217 correlates to all the NHTSA funded safety projects by Fund type.

U.S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary
2006-HSP-1
For Approval

State: Colorado

Page: 1
Report Date: 08/19/2005

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-2006-12-97-01	PLANNING & ADMINISTRATION	\$.00	\$180,000.00	\$.00	\$180,000.00	\$180,000.00	\$.00
		Planning and Administration Total	\$.00	\$180,000.00	\$.00	\$180,000.00	\$180,000.00	\$.00
Alcohol								
	AL-2006-01-11-12	LEAF STATE MATCH	\$.00	\$50,000.00	\$.00	\$.00	\$.00	\$.00
	AL-2006-08-81-01	PI - THE HEAT IS ON	\$.00	\$.00	\$.00	\$400,000.00	\$400,000.00	\$.00
	AL-2006-08-81-02	PUBLIC INFO DUI PREVENTION	\$.00	\$.00	\$.00	\$71,000.00	\$71,000.00	\$.00
	AL-2006-08-81-05	DUI INFORMATION MATERIALS	\$.00	\$.00	\$.00	\$50,000.00	\$50,000.00	\$.00
	AL-2006-12-98-01	PROG MANAGE IMPAIRED	\$.00	\$.00	\$.00	\$80,000.00	\$80,000.00	\$.00
	AL-2006-12-98-05	LEAF PROGRAM	\$.00	\$129,000.00	\$.00	\$.00	\$.00	\$.00
		Alcohol Total	\$.00	\$179,000.00	\$.00	\$601,000.00	\$601,000.00	\$.00
Motorcycle Safety								
	MC-2006-07-71-01	MOST MATCH	\$.00	\$550,000.00	\$.00	\$.00	\$.00	\$.00
	MC-2006-08-81-08	MEDIA CAMPAIGN FOR MC	\$.00	\$.00	\$.00	\$40,000.00	\$40,000.00	\$.00
	MC-2006-12-98-06	MOST MANAGEMENT MATCH	\$.00	\$76,000.00	\$.00	\$.00	\$.00	\$.00
		Motorcycle Safety Total	\$.00	\$626,000.00	\$.00	\$40,000.00	\$40,000.00	\$.00
Occupant Protection								
	OP-2006-06-61-01	OPERATION BUCKLE DOWN	\$.00	\$.00	\$.00	\$84,000.00	\$84,000.00	\$84,000.00
	OP-2006-06-61-03	PREVENTING TEEN ACCIDENTS	\$.00	\$29,486.00	\$.00	\$61,000.00	\$61,000.00	\$61,000.00
	OP-2006-06-61-04	LATINO COMMUNITY TRAFFIC SAFETY PROGRAM	\$.00	\$.00	\$.00	\$145,000.00	\$145,000.00	\$145,000.00
	OP-2006-06-61-05	AFRICAN AMERICAN COMMUNITY TRAFFIC	\$.00	\$.00	\$.00	\$100,000.00	\$100,000.00	\$100,000.00
	OP-2006-06-61-07	TEEN SEATBELT IN WELD COUNTY	\$.00	\$21,912.00	\$.00	\$23,000.00	\$23,000.00	\$23,000.00

U.S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary
2006-HSP-1
For Approval

State: Colorado

Page: 2
Report Date: 08/19/2005

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	OP-2006-06-61-08	TECH TRANSFER - OCCUPANT PROTECTION	\$.00	\$.00	\$.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00
	OP-2006-06-61-09	PUEBLO & SAN LUIS LATINO COMM TSP	\$.00	\$ 24,000.00	\$.00	\$ 64,000.00	\$ 64,000.00	\$ 64,000.00
	OP-2006-06-61-10	TEEN TRAFFIC SAFETY CAMPAIGN	\$.00	\$ 43,688.00	\$.00	\$ 58,000.00	\$ 58,000.00	\$ 58,000.00
	OP-2006-06-61-11	OCCUPANT PROTECTION/CSP	\$.00	\$ 96,750.00	\$.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00
	OP-2006-06-61-12	OCCUPANT PROTECTION/VARIOUS	\$.00	\$.00	\$.00	\$ 185,000.00	\$ 185,000.00	\$ 185,000.00
	OP-2006-08-81-03	PUBLIC INFO OCCUPANT PROTECTION	\$.00	\$.00	\$.00	\$ 75,000.00	\$ 75,000.00	\$.00
	OP-2006-08-81-04	PI CLICK IT OR TICKET	\$.00	\$.00	\$.00	\$ 400,000.00	\$ 400,000.00	\$.00
	OP-2006-08-81-06	GDL INFORMATION MATERIALS	\$.00	\$.00	\$.00	\$ 100,000.00	\$ 100,000.00	\$.00
	OP-2006-08-81-07	CPS INFORMATION MATERIALS	\$.00	\$.00	\$.00	\$ 50,000.00	\$ 50,000.00	\$.00
	OP-2006-12-98-02	PROG MANAGE OP UNIT	\$.00	\$.00	\$.00	\$ 102,000.00	\$ 102,000.00	\$.00
	Occupant Protection Total		\$.00	\$ 215,836.00	\$.00	\$ 1,557,000.00	\$ 1,557,000.00	\$ 830,000.00
	<i>Pedestrian/Bicycle Safety</i>							
	PS-2006-10-95-01	PEDESTRIAN AND CHILD PASS SFTY	\$.00	\$ 12,000.00	\$.00	\$ 40,000.00	\$ 40,000.00	\$ 40,000.00
	PS-2006-10-95-02	CYCLE HELMET SAFETY PROGRAM	\$.00	\$ 40,000.00	\$.00	\$ 40,000.00	\$ 40,000.00	\$ 40,000.00
	PS-2006-10-95-03	HELMET SAFETY	\$.00	\$ 25,031.00	\$.00	\$ 22,000.00	\$ 22,000.00	\$ 22,000.00
	Pedestrian/Bicycle Safety Total		\$.00	\$ 77,031.00	\$.00	\$ 102,000.00	\$ 102,000.00	\$ 102,000.00
	<i>Police Traffic Services</i>							
	PT-2006-02-21-03	MAINTENANCE CONE ZONE ENFORCEMENT	\$.00	\$.00	\$.00	\$ 125,000.00	\$ 125,000.00	\$ 125,000.00
	PT-2006-02-21-04	CONSTRUCTION ZONE ENFORCEMENT	\$.00	\$ 125,000.00	\$.00	\$.00	\$.00	\$.00
	PT-2006-08-81-09	WORK ZONE SAFETY	\$.00	\$ 125,000.00	\$.00	\$.00	\$.00	\$.00
	Police Traffic Services Total		\$.00	\$ 250,000.00	\$.00	\$ 125,000.00	\$ 125,000.00	\$ 125,000.00
	<i>Traffic Records</i>							
	TR-2006-12-98-04	PROG MANAGE TR	\$.00	\$.00	\$.00	\$ 31,000.00	\$ 31,000.00	\$.00
	Traffic Records Total		\$.00	\$.00	\$.00	\$ 31,000.00	\$ 31,000.00	\$.00

U.S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary
2006-HSP-1
For Approval

State: Colorado

Page: 3
Report Date: 08/19/2005

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
Roadway Safety								
	RS-2006-05-51-01	TRAFFIC & HWY ENGINEERING ST	\$.00	\$.00	\$.00	\$105,000.00	\$105,000.00	\$91,000.00
	RS-2006-05-51-02	SIGNS FOR SMALL COMMUNITIES	\$.00	\$.00	\$.00	\$24,000.00	\$24,000.00	\$21,000.00
	RS-2006-05-51-03	TRAFFIC & HWY ENGINEERING SEMINARS	\$.00	\$.00	\$.00	\$33,000.00	\$33,000.00	\$25,000.00
	RS-2006-05-51-04	WORK ZONE SEMINARS & SFTY PACKAGE	\$.00	\$.00	\$.00	\$11,000.00	\$11,000.00	\$10,000.00
	RS-2006-05-51-05	TRAFFIC & HIGHWAY ENGINEERING TRAINING	\$.00	\$.00	\$.00	\$98,000.00	\$98,000.00	\$10,000.00
	RS-2006-05-51-06	MAINTENANCE INCENTIVE PROGRAM	\$.00	\$.00	\$.00	\$3,500.00	\$3,500.00	\$.00
	RS-2006-05-51-07	INFO BROCHURES & TECH REFERENCE MATERIAL	\$.00	\$.00	\$.00	\$24,200.00	\$24,200.00	\$12,100.00
	RS-2006-05-51-08	S & TEB STAFF	\$.00	\$.00	\$.00	\$2,600.00	\$2,600.00	\$.00
	RS-2006-12-98-03	PROG MANAGE RS	\$.00	\$.00	\$.00	\$40,000.00	\$40,000.00	\$.00
	Roadway Safety Total		\$.00	\$.00	\$.00	\$341,300.00	\$341,300.00	\$169,100.00
Safe Communities								
	SA-2006-09-91-01	WELD CO CHILD PASSENGER SFTY	\$.00	\$16,041.00	\$.00	\$59,304.00	\$59,304.00	\$59,304.00
	SA-2006-09-91-02	TRUCK SAFETY PROGRAM	\$.00	\$22,207.00	\$.00	\$66,403.00	\$66,403.00	\$66,403.00
	SA-2006-09-91-03	TRUCK SAFETY IN WELD LARIMER	\$.00	\$35,000.00	\$.00	\$125,000.00	\$125,000.00	\$125,000.00
	Safe Communities Total		\$.00	\$73,248.00	\$.00	\$250,707.00	\$250,707.00	\$250,707.00
Child Restraint								
	CR-2006-06-61-02	CP SFTY EDUC PROG	\$.00	\$98,750.00	\$.00	\$200,000.00	\$200,000.00	\$200,000.00
	CR-2006-06-61-06	CHILD PASSENGER SFTY PROG	\$.00	\$30,194.00	\$.00	\$66,000.00	\$66,000.00	\$66,000.00
	Child Restraint Total		\$.00	\$128,944.00	\$.00	\$266,000.00	\$266,000.00	\$266,000.00
NHTSA 402 Total			\$.00	\$1,730,059.00	\$.00	\$3,494,007.00	\$3,494,007.00	\$1,742,807.00
New 410 Alcohol								
	J8-2006-01-11-10	TECH TRANSFER - AL	\$.00	\$.00	\$.00	\$10,000.00	\$10,000.00	\$10,000.00
	J8-2006-01-11-11	DUI CHECKPOINT COLORADO	\$.00	\$.00	\$.00	\$250,000.00	\$250,000.00	\$250,000.00

U.S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary
2006-HSP-1
For Approval

State: Colorado

Page: 4
Report Date: 08/19/2005

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	J8-2006-01-11-12	LEAF MATCH	\$.00	\$1,400,000.00	\$.00	\$.00	\$.00	\$.00
	J8-2006-03-31-01	YOUNG DRIVERS UNDER AGE DRINKING	\$.00	\$11,960.00	\$.00	\$53,000.00	\$53,000.00	\$53,000.00
	J8-2006-03-31-02	HIGH SCHOOL DUI PREVENTION	\$.00	\$86,078.00	\$.00	\$100,000.00	\$100,000.00	\$100,000.00
	J8-2006-12-98-01	PM IMPAIRED	\$.00	\$.00	\$.00	\$32,000.00	\$32,000.00	\$.00
	New 410 Alcohol Total		\$.00	\$1,498,038.00	\$.00	\$445,000.00	\$445,000.00	\$413,000.00
	411 Data Program							
	J9-2006-04-41-01	TRAFFIC RECORDS UPDATE	\$.00	\$.00	\$.00	\$15,000.00	\$15,000.00	\$.00
	J9-2006-04-41-02	DATA CONVERSION & WEB APPLICATION	\$.00	\$.00	\$.00	\$120,000.00	\$120,000.00	\$.00
	J9-2006-04-41-03	CSP SYSTEM ENHANCEMENT	\$.00	\$.00	\$.00	\$50,000.00	\$50,000.00	\$.00
	J9-2006-04-41-04	PROBLEM IDENTIFICATION	\$.00	\$.00	\$.00	\$175,000.00	\$175,000.00	\$.00
	J9-2006-04-41-05	SEATBELT SURVEYS	\$.00	\$63,585.00	\$.00	\$141,000.00	\$141,000.00	\$.00
	J9-2006-04-41-06	EMS	\$.00	\$.00	\$.00	\$25,000.00	\$25,000.00	\$.00
	J9-2006-04-41-07	ALCOHOL PROGRAM ASSESSMENT	\$.00	\$.00	\$.00	\$30,000.00	\$30,000.00	\$.00
	411 Data Program Total		\$.00	\$63,585.00	\$.00	\$556,000.00	\$556,000.00	\$.00
	157 Incentive Funds							
	157AL-2006-01-11-12	LEAF MATCH	\$.00	\$50,000.00	\$.00	\$.00	\$.00	\$.00
	157 Alcohol Total		\$.00	\$50,000.00	\$.00	\$.00	\$.00	\$.00
	157 Incentive Funds Total		\$.00	\$50,000.00	\$.00	\$.00	\$.00	\$.00
	154 Transfer Funds							
	154AL-2006-00-00-06	UNPROGRAMMED FUNDS	\$.00	\$.00	\$.00	\$63,139.00	\$63,139.00	\$63,139.00
	154 Alcohol Total		\$.00	\$.00	\$.00	\$63,139.00	\$63,139.00	\$63,139.00
	154 Transfer Funds Total		\$.00	\$.00	\$.00	\$63,139.00	\$63,139.00	\$63,139.00
	NHTSA Total		\$.00	\$3,341,682.00	\$.00	\$4,558,146.00	\$4,558,146.00	\$2,218,946.00
	Total		\$.00	\$3,341,682.00	\$.00	\$4,558,146.00	\$4,558,146.00	\$2,218,946.00



**COLORADO DEPARTMENT OF TRANSPORTATION
SAFETY AND TRAFFIC ENGINEERING BRANCH**

**SAFETY
DOESN'T
HAPPEN
BY
ACCIDENT**