

2013
COLORADO
INTEGRATED SAFETY PLAN
COLORADO DEPARTMENT OF TRANSPORTATION

COLORADO DEPARTMENT OF TRANSPORTATION 2013 Integrated Safety Plan

Mission Statement:

Reduce the incidence and severity of motor vehicle crashes and the human and economic losses that are associated with them.





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A MESSAGE FROM THE OFFICE OF TRANSPORTATION SAFETY AND THE SAFETY AND TRAFFIC ENGINEERING BRANCH

We are pleased to introduce to you the 2013 Colorado Integrated Safety Plan (ISP). Each year, this document is updated to help focus limited resources on strategic projects statewide that can have an impact on reducing the number of fatalities and serious injuries due to motor vehicle crashes on Colorado highways. The ISP includes the state's goals, objectives and strategies for improving traffic safety, as well as performance measures to evaluate our progress. It outlines specific highway safety projects and programs and respective funding for 2013.

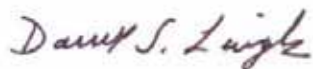
The state has made great strides in traffic safety over the past several years, resulting in a 40% reduction in motor vehicle-related fatalities since 2002. We can attribute much of this success to the engineering of safer highways, driver education, enhancements in traffic safety laws and enhanced enforcement of those laws. Despite our successes, traffic crashes remain one of the leading causes of death and serious injury in the state of Colorado. As the population grows and driver behavior changes, we must also address emerging issues such as distracted driving and drug-impaired driving, and continue to look for new tools and technologies to improve our roadways and prevent crashes. We will accomplish this by expanding our safety partnerships and by providing tools for safety advocates to work in partnership with us. We will continue our strong relationships with local governments and law enforcement to make traveling through Colorado safer than ever before.

CDOT's Office of Transportation Safety and Safety and Traffic Engineering Branch, will continue to partner with the National Highway Traffic Safety Administration (NHTSA), Federal Highway Administration (FHWA), CDOT's Public Relations Office, our CDOT Regions, and our local transportation safety partners, to move our Integrated Safety Plan forward. In so doing, we will save lives and reduce injuries and crashes, and reduce the associated economic impact.

And finally, we wish to thank our stakeholders, partners and employees who contributed to this report and who assisted with the selection process for establishing these important safety projects. It is through this collaboration and the development of innovative safety programs that we will continue to reduce future roadway deaths and injuries within the state of Colorado.



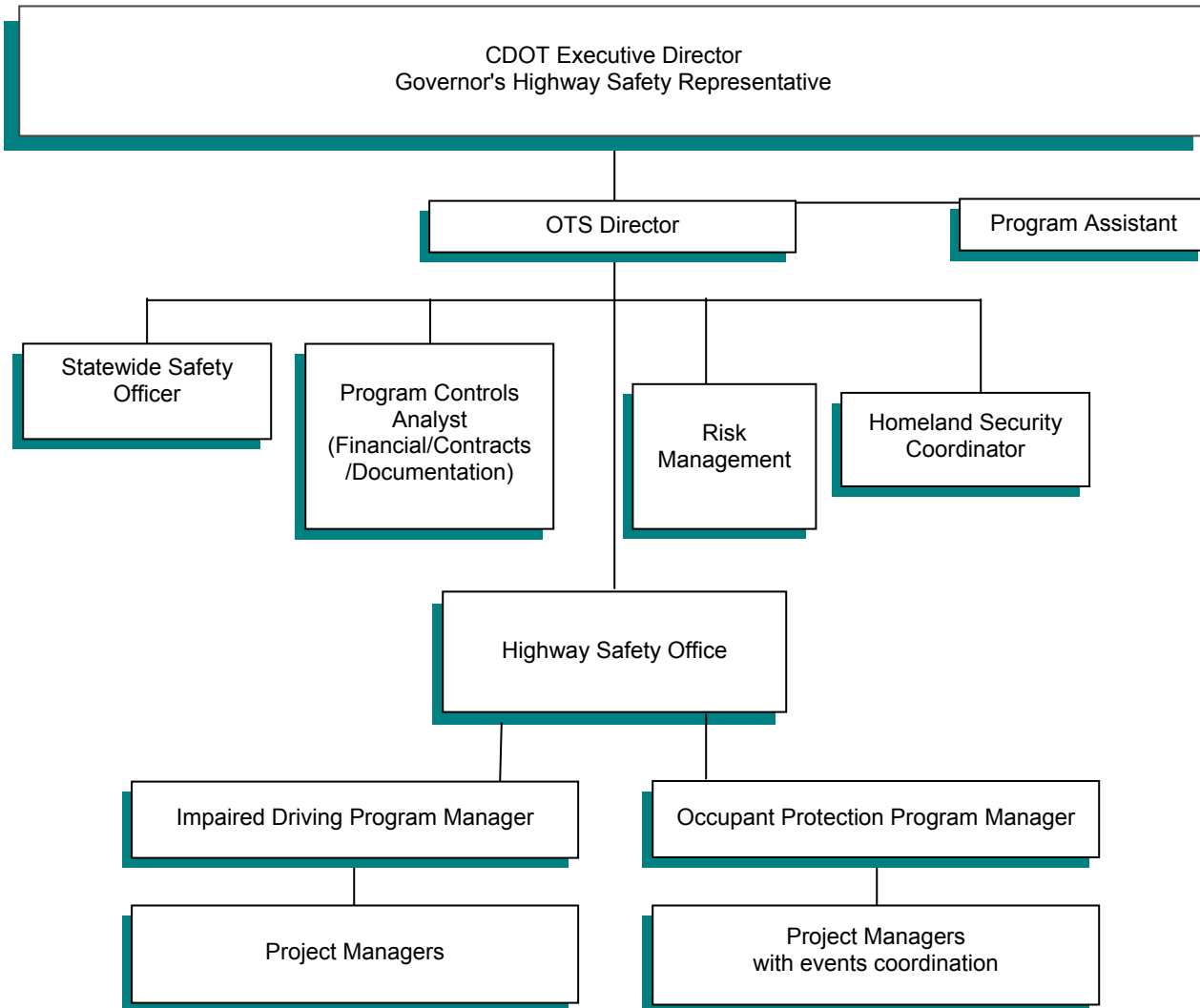
Charles Meyer
Manager, Safety and Traffic Engineering Branch



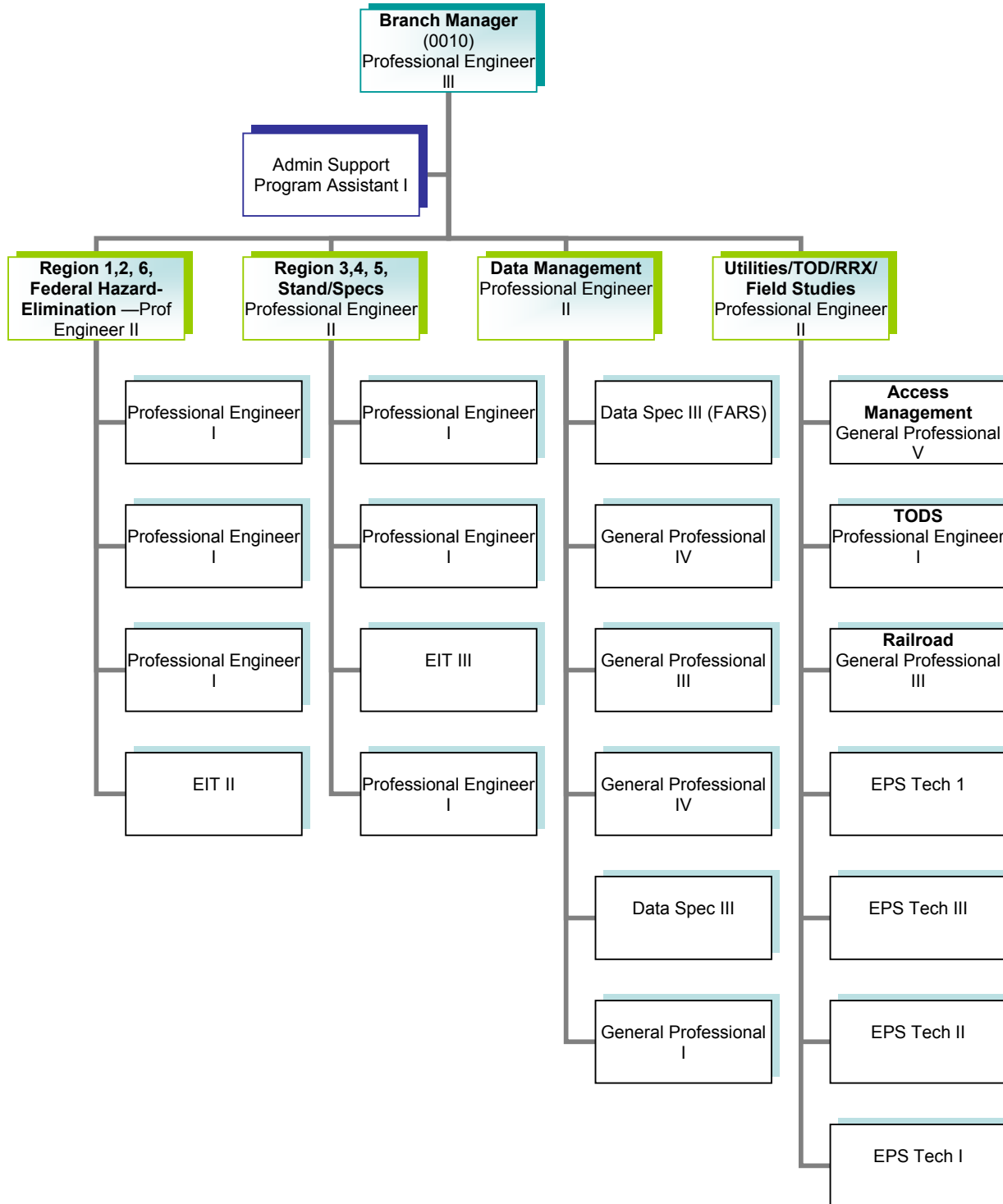
Darrell Lingk
Director, Office of Transportation Safety



Office of Transportation Safety Organizational Chart



SAFETY AND TRAFFIC ENGINEERING BRANCH ORGANIZATIONAL CHART





The 2013 Integrated Safety Plan (ISP) is built upon a foundation of traffic safety strategies that are proven to reduce the number and severity of traffic crashes in the state of Colorado. The ISP focuses on the three contributing factors to crashes: the roadway, the driver, and the vehicle. The crash sequence is examined and strategies are developed to reduce the likelihood of a crash from occurring, and to mitigate the effects of the crash once a crash sequence has been initiated. Many of these strategies involve joint efforts and cooperative programs at all levels of government, and between the public and private sectors.

There are several groups and organizations that engage in various processes and programs that are designed to prevent and mitigate Colorado's highway fatalities and serious injuries. From CDOT, these include the Governor's Representative for Highway Safety, our Safety and Traffic Engineering Branch, the Office of Transportation Safety, our six Transportation Regional Director's, Headquarters staff, and Staff Branches. Other groups and organizations that are also involved include the Governor's office, the Colorado State Legislature, federal agencies, state agencies, political subdivisions, community groups, and the private sector. All of these entities are vital in our ongoing mission to reduce crashes resulting in fatalities or serious injury on Colorado roadways.

MISSION, GOALS, AND OBJECTIVES

The mission of the CDOT Safety and Traffic Engineering Branch and the Office of Transportation Safety is to reduce the incidence and severity of motor vehicle crashes and the human and economic losses that are associated with them. Furthermore, CDOT has supported resolutions by the American Association of State Highway and Transportation Officials (AASHTO) to adopt *Halving Fatalities by 2030* and *Toward Zero Death as a National Strategy*.

CDOT has set specific goals for reducing our fatality and serious injury rates, as well as the total number of crashes overall as compared to previous years. To help achieve this, four major goals have been established:

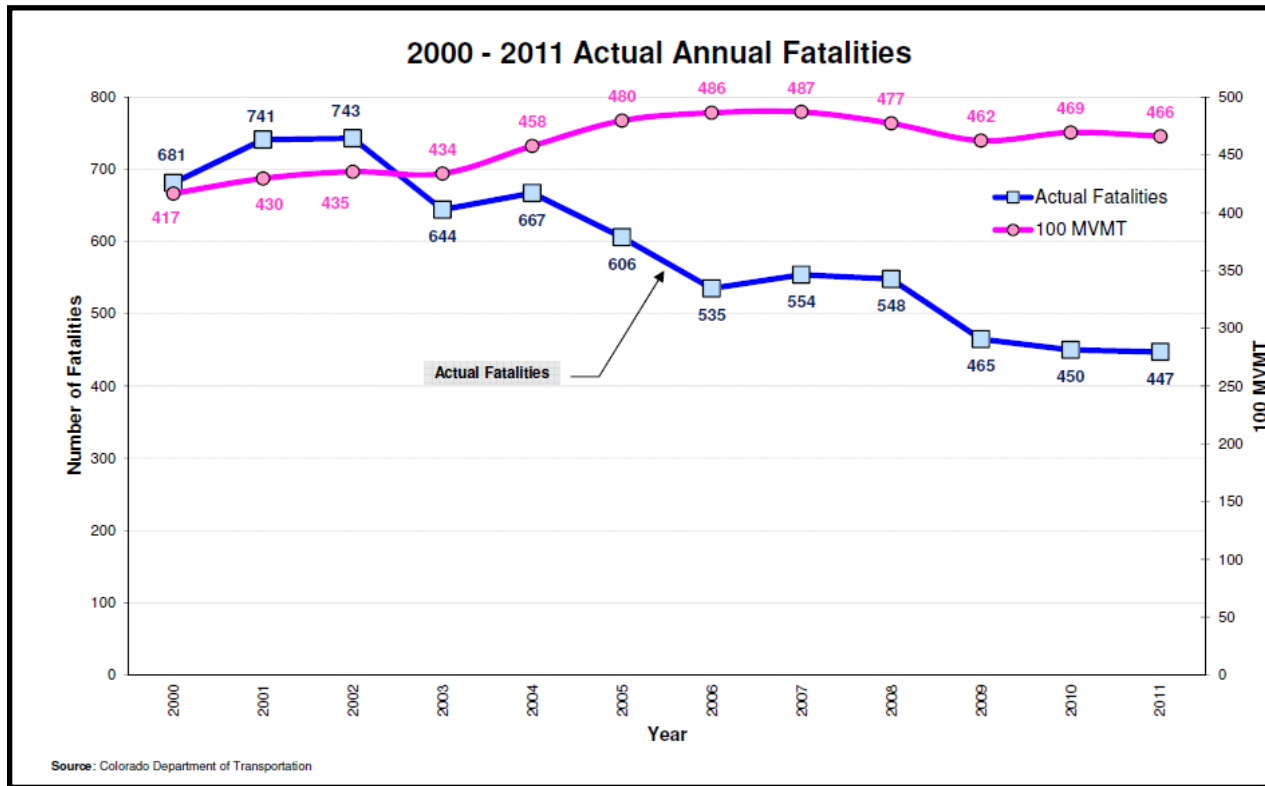
1. **Reduce the total number of fatalities per 100M Vehicle Miles Traveled (VMT).** In 2010, total fatalities per VMT were 0.95.
2. **Increase the observed seat belt use for passenger vehicles.** In 2010, this rate was 82.9%.
3. **Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above.** In 2010, 127 fatalities resulted from crashes involving a driver or motorcycle operator with a BAC of .08 or above.
4. **Reduce the number of motorcyclist fatalities.** In 2010, there were 82 motorcyclist fatalities.

HOW WE EVALUATE SAFETY PROGRESS

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

DATA REVIEW

Actual Annual Fatalities compared to 100 Million Vehicle Miles Traveled (VMT) - Colorado 2000 - 2011



Colorado has made significant progress over the last decade to reduce fatalities on our roadways. In 2002, Colorado had 1.7 fatalities per 100 million VMT. As of 2011, the rate has declined to 0.96 per 100 million VMT. This accounts for a reduction of nearly 40 percent in the number of fatalities just within the last 10 years. Cumulatively, CDOT estimates that more than 20,000 lives may have been saved as a result of our steady reduction in statewide fatalities since the late 1970's. Over the last three decades, the most serious challenges have been impaired driving, the lack of use of occupant protection devices such as seat belts, young driver behaviors, and aggressive driving. In urban areas, rear-end collisions, approach turns, and broadside crashes were most prevalent. In rural areas, running off the road, hitting fixed objects and overturning were the most prevalent. Finally, motorcycle and commercial vehicle safety are major areas of concern.

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

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

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

Even though great strides have been made over the last several years in our efforts to reduce fatalities on Colorado roadways, more still needs to be done. To receive Federal Highway Administration (FHWA) and National Highway Traffic Safety Administration (NHTSA) Section 402 grant funds, States are required to prepare an annual Highway Safety Plan, or Integrated Safety Plan (ISP). This plan is based on a problem identification process; it establishes performance goals and objectives based on identified problems, and includes countermeasures that will help the State reach its stated goals.

PERFORMANCE MEASURES

The National Highway Traffic Safety Administration (NHTSA) and the Governors Highway Safety Association (GHSA) agreed on a minimum set of performance measures to be used by states in the development of Integrated Safety Plans, or State Highway Safety Plans, and in the implementation of programs. The measures cover the major areas common to Safety Plans and use existing data systems. The Performance Measures below include three Activity Measures (A-1. through A-3.), one Behavioral Measure (B-1.), ten Core Measures (C1. through C10.) and one Survey Measure (S-1.). The results of the Survey Measure conducted are detailed on the pages following S-1.

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

Average number of seat belt citations written from 2008-2010: 18,921

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

Average number of impaired driving arrests from 2008-2010: 7,446

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

Average number of speeding citations written from 2008-2010: 9,342

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

Observed seat belt rate for passenger vehicles in 2010: 82.9%

Goal: Increase the observed seat belt use for passenger vehicles to 84% in 2013

C-1. Reduce the number of traffic fatalities

Number of traffic fatalities in 2010: 448

Goal: Reduce the number of traffic fatalities in 2013 to 435

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

Number of serious injuries in traffic crashes in 2010: 10,782

Goal: Reduce the number of serious injuries in traffic crashes in 2013 to 9,916

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

Total fatalities per Vehicle Miles Traveled (VMT) in 2010: .95

Urban fatalities per Vehicle Miles Traveled (VMT) in 2010: .63

Rural fatalities per Vehicle Miles Traveled (VMT) in 2010: 1.66

Goal: Reduce the fatality rate per VMT in 2013 to .94

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

Number of unrestrained passenger vehicle occupant fatalities in 2010: 161

Goal: Reduce the number of unrestrained passenger vehicle occupant fatalities in 2013 to 156.

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

Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above in 2010: 127

Goal: Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above in 2013 to 123.

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

Number of speeding-related fatalities in 2010: 162

Goal: reduce the number of speeding-related fatalities in 2013 to 157.

C-7. Reduce the number of motorcyclist fatalities

Number of motorcyclist fatalities in 2010: 82

Goal: Reduce the number of motorcyclist fatalities in 2013 to 76.

C-8. Reduce the number of unhelmeted motorcyclist fatalities

Number of unhelmeted motorcyclist fatalities in 2010: 55

Goal: Reduce the number of unhelmeted motorcyclist fatalities in 2013 to 47.

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

Number of drivers age 20 or younger involved in fatal crashes in 2010: 64

Goal: Reduce the number of drivers age 20 or younger involved in fatal crashes in 2013 to 62.

C-10. Reduce the number of pedestrian fatalities

Number of pedestrian fatalities in 2010: 36

Goal: Reduce the number of pedestrian fatalities in 2013 to 35.

S-1. Conduct driver attitude and awareness survey of Highway Safety enforcement and communication activities, and self-reported driving behavior**Important Notes regarding the 2011-2012 driver attitude and awareness surveys:**

1. All of the impaired driving and seat belt questions have been asked over a period of years with slightly different wording than the NHTSA wording. CDOT received permission to retain previous wording for longitudinal research reasons. The CDOT question wording is presented below each NHTSA question.
2. Data results for Impaired Driving show results from the 2011 pre- and post-program surveys. The 2012 post-program survey will be completed in September 2012, and the 2012 pre-program survey results (from March 2012) will be calculated along with the post-program results as a cost-savings measure and so have not yet been calculated. Results will be presented in the 2012 Annual Report.
3. Data results for Seat Belt show results from the 2012 pre- and post-campaign surveys, conducted in March of 2012 and June of 2012, respectively.
4. CDOT received permission to slightly modify the Speeding-related questions. The CDOT question wording is presented below each NHTSA question.
5. CDOT has been gathering data on the impaired driving and seat belt questions for several years, but has not examined longitudinal trends, instead concentrating on annual progress between pre-program and post-program studies. It is possible to prepare a longitudinal analysis, however, that has not been done to date for budget reasons.

Impaired Driving

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

	March 2011	September 2011
1) None	75%	77%
2) One	11%	8%
3) Two	7%	9%
4) Three	3%	1%
5) Four or More	4%	4%

A-2: In the past 30-60 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police Yes_____ No_____

CDOT question version:

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

	March 2011	September 2011
1) Yes	25%	53%
2) No	72%	45%
3) Don't know	3%	2%
4) Refused	0%	0%

A-3: What do you think the chances are of someone getting arrested if they drive after drinking? _____
 Always _____ Most of the time _____ Half the time _____ Rarely _____
 Never_____ (if applicable indicate prior results and date_____)

CDOT question version:

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

	March 2011	September 2011
1) Very likely	26%	30%
2) Somewhat likely	43%	39%
3) Somewhat unlikely	13%	17%
4) Very unlikely	10%	7%
5) Don't know	8%	7%
6) Refused	0%	0%

Seat Belt Use

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

CDOT question version:

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

	March 2012	June 2012
1) All of the time	85%	87%
2) Most of the time	9%	8%
3) Some of the time	2%	2%
4) Rarely	2%	2%
5) Never	1%	1%
6) Don't know [DO NOT READ]	0%	0%
7) Refused [DO NOT READ]	0%	0%

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

CDOT question version:

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

	March 2012	June 2012
1) Yes	5%	30%
2) No	94%	68%
3) Don't know	1%	2%
4) Refused	0%	0%

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

CDOT question version:

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

	March 2012	June 2012
1) Very likely	20%	29%
2) Somewhat likely	27%	33%
3) Somewhat unlikely	25%	19%
4) Very unlikely	25%	18%
5) Don't know	2%	1%
6) Refused	0%	0%

Speeding

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

CDOT question version:

No Change

	June 2012
1) All of the time	4%
2) Most of the time	7%
3) Some of the time	24%
4) Rarely	44%
5) Never	21%
6) Don't know [DO NOT READ]	0%
7) Refused [DO NOT READ]	0%

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

CDOT question version:

No Change

	June 2012
1) All of the time	1%
2) Most of the time	5%
3) Some of the time	16%
4) Rarely	47%
5) Never	31%
6) Don't know [DO NOT READ]	0%
7) Refused [DO NOT READ]	0%

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

CDOT question version:

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

	June 2012
1) Yes	31%
2) No	68%
3) Don't know	1%
4) Refused	0%

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

CDOT question version:

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

	June 2012
1) Very Likely	13%
2) Somewhat likely	29%
3) Somewhat unlikely	26%
4) Very unlikely	31%
5) Don't know [DO NOT READ]	1%
6) Refused [DO NOT READ]	0%

EVALUATION MEASURES

With the development of the Colorado Strategic Plan for Improving Roadway Safety (SPIRS), the Safety and Traffic Engineering Branch has developed evaluation measures that will be tracked annually to demonstrate progress toward goals. These measures will target the following goals:

1. Increase the completeness of the state EMS database by increasing the percent of transport agencies reporting to the state EMS database to 90% by January 2013. In 2011, EMS remained at 81% of Agencies.
2. Increase the percent of patient care report records submitted to the state EMS database within 90 days of the event to 90% by January 2013. In 2011, EMS increased from 74% to 75%.
3. Maintain the Timeliness of the Crash system, as measured in terms of average number of days for entering crash reports into the statewide system at the Department of Revenue (DOR) after receiving reports from law enforcement agencies. The goal is to maintain the current rate of 3 days. This rate has been maintained for the past 2 years.
4. Decrease the average number of days from the date of the crash report until its posting into DOR's database (EARS) for review by qualified users. The average number of days was 217 in 2009; it was 203 days in 2010, and dropped to 93 days in 2011.

Federal Fiscal Year Financial Programs

FY 2013



Federal Fiscal Year Financial Programs

FFY 2013

FY2013 Program	Transportation Commission Safety	RRX	HE/Other	State Highway (Engineer)	Local Funds	OP Incentive	Base Transportation Safety	Child Safety Incentive Grant	Alcohol Incentive	Information System Improvements	FARS	Motorcycle Safety	State Match (Safety)	Local Match	FHWA Flex Funds	Total		
																(Sec 2011)	(Sec 410)	(Sec 408)
Title 23 USC Funding Source		LS40/LS50	LS20/LS30	(HAA402)	(HAA000)	(Sec 405)	(Sec 402)	(Sec 2011)	(Sec 410)	(Sec 408)		(Sec 2010)	(State)	(Local)	(FHWA)	(State)	(State)	
FY2013 Federal/Local (Un-Matched Funds)		\$ 3,500,000	\$ 17,634,042	\$ 1,140,539	\$ 818,798	\$ 454,000	\$ 4,455,000	\$ 368,000	\$ 2,604,000	\$ 677,554	\$ -	\$ 101,000	\$ 7,837,621	\$ 2,757,208	\$ -	\$ -	\$ -	\$ 42,347,762
Transportation Commission Safety Funds	\$ 74,704,701																	\$ 74,704,701
Transferred to Regions for M/C/S Signing and Striping	\$ (62,789,000)																	\$ (62,789,000)
Estimated Carryover/Savings		\$ -	\$ 1,628,331	\$ 203,147														\$ 2,031,478
Sub-Total	\$ 11,915,701	\$ 3,500,000	\$ 19,462,373	\$ 1,343,686	\$ 818,798	\$ 454,000	\$ 4,455,000	\$ 368,000	\$ 2,604,000	\$ 677,554	\$ -	\$ 101,000	\$ 7,837,621	\$ 2,757,208	\$ -	\$ -	\$ -	\$ 52,294,941
Rockfall (RFM)	\$ (3,309,809)																	\$ (3,309,809)
Hazard Elimination (HAZHRR)			\$ (19,462,373)	\$ (1,343,686)	\$ (818,798)													\$ (21,624,657)
Rail Crossings (RAG/RGS)		\$ (3,500,000)																\$ (3,500,000)
Hot Spots (HOT)	\$ (2,167,024)																	\$ (2,167,024)
Traffic Signals (SGN)	\$ (1,472,736)																	\$ (1,472,736)
Safety Needs/Resurficing (SAE)	\$ (4,966,132)																	\$ (4,966,132)
Engineering Safety (SMT)																		\$ -
Sub-Total	(11,915,701)	(3,500,000)	(19,462,373)	(1,343,686)	(818,798)	-	-	-	-	-	-	-	-	-	-	-	-	(37,040,558)
Planning, Administration, and Operations (Traffic Analysis)							\$ (576,000)	\$ (180,000)	\$ (180,000)	\$ (120,000)			\$ (210,000)					\$ (1,086,000)
Sub-Total							(576,000)	(180,000)	(180,000)	(120,000)			(210,000)					(1,086,000)
Traffic Records (Includes CDOT staff)							(140,000)			(557,554)			(32,405)	(150,958)				(880,917)
Sub-Total							(140,000)			(557,554)			(32,405)	(150,958)				(880,917)
Impaired Driving							(380,000)		(1,774,000)				(6,759,000)	(1,599,000)				(10,492,000)
Speed Enforcement							(305,000)							(75,250)				(380,250)
Occupant Protection							(454,000)	(1,418,000)	(368,000)					(741,000)				(2,981,000)
Motorcycle Safety							(150,000)						(536,216)	(37,500)				(1,023,716)
Cone Zone																		\$ -
Public Information and Education							(837,000)		(650,000)			(101,000)						(1,588,000)
Safe Communities							(539,000)							(121,000)				(660,000)
Bicycle/Pedestrian Safety							(130,000)							(32,500)				(162,500)
Roadway Safety Traffic Engineering																		\$ -
Sub-Total						(454,000)	(3,739,000)	(368,000)	(2,424,000)			(101,000)	(7,595,216)	(2,606,250)				(17,257,468)
Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Federal Fiscal Year Financial Programs

FFY 2013

FY2013 Program		Region	Description	Transportation Commission Safety	Railroad Separation	Railroad At-Grade	High Risk Rural Roads	Hazard Elimination	State Highway	Local Match ³	Total
Title 23 USC Fund Source											
Safety Pool Source											
Rockfall (RFM)		All	Annual Rockfall Program (Administered by HQ Materials Lab)	(3,309,609)							(3,309,609)
Hazard Elimination (HAZ/HRR)		1	SH285D 238-245 Install Median Cable Rail Guardrail - Installation (Cable Rail)					\$ (600,000)	\$ (100,000)		\$ (700,000)
		1	SH70A 290.86-300.86 1-70 MP 290.86 Install VMS Sign EB					\$ (315,000)	\$ (35,000)		\$ (350,000)
		1	SH25A 172.3-174.3 Replace median time beam with cable rail Upgrade median three beam with cable rail					\$ (135,000)	\$ (15,000)		\$ (150,000)
		2	SH70A 215.2-218.85 EB Auxiliary Lane for US 6 to Herman's Gulch Add EB Auxiliary Lane between Interchanges from US 6 at Loveland Interchange to La Veta Pass to Walsenburg Install CUSHLD rumble strips, guardrail, flatter side slopes selected locations				\$ (1,145,442)	\$ (1,035,000)	\$ (115,000)		\$ (2,295,442)
		4	SH68B 46.47-47.91 Intersection Improvements at CR17 and CR19 Add Turn Lanes and Upgrade Stop Signs				\$ (1,107,400)	\$ (900,000)	\$ (110,000)		\$ (2,117,400)
		6	SH297C 286.25-288.75 SH 287 (Federal Blvd) - 52nd to 71st Install Right Turn Signals, 2' x 6' Signs and Signs					\$ (243,000)	\$ (27,000)		\$ (270,000)
		6	SH297C 288.25-289.24 19 SH 85 and Bromley Ln Upgrade traffic signal, modify geometry					\$ (1,710,000)	\$ (190,000)		\$ (1,900,000)
		2	25A 98.38-98.71 1st Street at I-25 in Pueblo Reconstruct/install sidewalk, curb ramps, Ped signals, install WB-SB left turn bay (City of Pueblo)					\$ (117,000)	\$ (13,000)		\$ (130,000)
		2	SH115A 47.42-47.5 Nevada Ave and I-25 Ramps Continuous Flow/Diverging Diamond Style Config SB LT to SB I-25 (City of Colorado Springs)					\$ (273,740)	\$ (30,415)		\$ (304,155)
		2	Primers Pkwy and Panistate Dr Construct roundabout at existing intersection (City of Colorado Springs)					\$ (91,434)	\$ (62,381)		\$ (153,815)
		2	City Ave at Osheena Lane Upgrade traffic signal and No Right Turn Lane at Intersection (City of Pueblo)					\$ (103,422)	\$ (19,000)		\$ (122,422)
		2	City Ave (CS to 1000) BLK GR 1 (0.40 mile) Roadway Geometric Improvements (City of Pueblo)					\$ (489,752)	\$ (61,084)		\$ (550,836)
		3	SH82A 19.94-19.14 SH 82 and El Jebel Rd Geometric Improvements/Dilemma Zone Detection (Eagle County)					\$ (604,000)	\$ (56,000)		\$ (660,000)
		3	SH141B 161.31-161.41 SH 141 and E Road Update New Traffic Signal Equipment, Fix Drain Pan (Mesa County)					\$ (1,179,000)	\$ (131,000)		\$ (1,310,000)
		4	CR 49 and CR 44 Intersection - Relocation/Realignment (Weld County)					\$ (445,500)	\$ (49,500)		\$ (495,000)
		6	Smoky Hill Rd and Liverpool St/Pacifically ST-N-S Fully Protected LT (City of Centennial)					\$ (828,000)	\$ (92,000)		\$ (920,000)
		6	14th Ave and Lamar St (Colorado) Concrete Roundabout (City of Lakewood)					\$ (357,753)	\$ (6,228)		\$ (363,981)
		6	County Line Rd and Broadway Signal Upgrade and Flashing Yellow LT (City of Littleton)					\$ (900,000)	\$ (110,000)		\$ (1,010,000)
		6	Pomona St and Briarwood Ave New Signal (City of Centennial)					\$ (555,808)	\$ (61,756)		\$ (617,564)
		6	SH88A 4.17-4.21 SH 88 (Federal) and Evans Upgrade traffic signal (City of Denver)					\$ (272,618)	\$ (30,291)		\$ (302,909)
		6	SH95 (Sheridan) and SH40 (Colfax) Upgrade traffic signal, modify geometry (City of Denver)					\$ (900,000)	\$ (27,500)		\$ (927,500)
		6	112th Ave and Perry St (Front Range Community College) Install new traffic signal (City of Westminster)					\$ (238,500)	\$ (100,000)		\$ (338,500)
		6	Onchard Rd and Buckley Rd Warning Beacons (NBEB), Countdown Ped. X-walk, Lighting (City of Centennial)					\$ (54,233)	\$ (26,500)		\$ (80,733)
		6	88th and Colorado Blvd EB Double LT, Protected Only (City of Thornton)					\$ (1,571,776)	\$ (174,622)		\$ (1,746,398)
		2	Freder Ave., Florence			\$ (500,000)					\$ (500,000)
		4	Wilcox Lane, Larimer County			\$ (500,000)					\$ (500,000)
		4	Washington County, US 34 east of Akron			\$ (400,000)					\$ (400,000)
Rail Crossings (RAG/RGS)		5	6th St. w/o Narrow Gauge Ave., Durango			\$ (400,000)					\$ (400,000)
		5	7th St. w/o Narrow Gauge Ave., Durango			\$ (400,000)					\$ (400,000)
		5	8th St. w/o Narrow Gauge Ave., Durango			\$ (400,000)					\$ (400,000)
		5	SH 159, Fort Garland			\$ (400,000)					\$ (400,000)
Hot Spots (HOT)		1	Region "Hot Spot" Money	\$ (861,171)							\$ (861,171)
		2	Region "Hot Spot" Money	\$ (861,171)							\$ (861,171)
		3	Region "Hot Spot" Money	\$ (861,171)							\$ (861,171)
		4	Region "Hot Spot" Money	\$ (861,171)							\$ (861,171)
		5	Region "Hot Spot" Money	\$ (861,171)							\$ (861,171)
		6	Region "Hot Spot" Money	\$ (861,171)							\$ (861,171)
Traffic Signals (SGN)		1	Region "Traffic Signal" Money	\$ (245,456)							\$ (245,456)
		2	Region "Traffic Signal" Money	\$ (245,456)							\$ (245,456)
		3	Region "Traffic Signal" Money	\$ (245,456)							\$ (245,456)
		4	Region "Traffic Signal" Money	\$ (245,456)							\$ (245,456)
		5	Region "Traffic Signal" Money	\$ (245,456)							\$ (245,456)
		6	Region "Traffic Signal" Money	\$ (245,456)							\$ (245,456)
Safety Needs/Resurfacing (SAE)		1	Region "Safety Resurfacing" Money	\$ (749,137)							\$ (749,137)
		3	Region "Safety Resurfacing" Money	\$ (902,933)							\$ (902,933)
		4	Region "Safety Resurfacing" Money	\$ (823,554)							\$ (823,554)
		5	Region "Safety Resurfacing" Money	\$ (947,594)							\$ (947,594)
		6	Region "Safety Resurfacing" Money	\$ (749,137)							\$ (749,137)
		6	Region "Safety Resurfacing" Money	\$ (783,677)							\$ (783,677)
Engineering Safety (SAF)		All	Other Safety Project (TBD)								

2013 SAFETY AND TRAFFIC ENGINEERING BRANCH ~ ROADWAY TRAFFIC SAFETY PROGRAMS Task Descriptions

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



PROGRAM TASK DESCRIPTIONS

2013 Roadway Traffic Safety Programs Federal Hazard Elimination



FEDERAL HAZARD ELIMINATION PROGRAM

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

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

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

Hazard Elimination Project: SH285D 238-246 (FY 13)

Description: Guardrail - Installation (Cable Rail)

Requestor: Region 1

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

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

Hazard Elimination Project: SH70A 290.86-300.86 (FY 13)

Description: Install VMS Sign EB

Requestor: Region 1

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

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

Hazard Elimination Project: SH25A 172.3-174.3 (FY 13)

Description: Upgrade Median Thrie Beam with Cable Rail

Requestor: Region 1

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

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

Hazard Elimination Project: SH70A 215.3-218.85 (FY 13)

Description: EB Auxiliary Lane from US 6 Interchange to Herman's Gulch

Requestor: Region 1

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	1,035,000
State Funds: \$	115,000
Local Funds: \$	-
Total: \$	1,150,000

Hazard Elimination Project: SH160A 278.62-304.2 (FY 13)

Description: Install Shoulder Rumble Strips, Guardrail, Flatten Sideslopes

Requestor: Region 2

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	1,145,422
State Funds: \$	127,271
Local Funds: \$	-
Total: \$	1,272,693

Hazard Elimination Project: SH66B 46.47-47.91 (FY 13)

Description: Add Turn Lanes and Upgrade Stop Signs

Requestor: Region 4

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	1,674,000
State Funds: \$	186,000
Local Funds: \$	-
Total: \$	1,860,000

Hazard Elimination Project: SH285D 162-201 (FY 13)

Description: Corridor TIMP, Variable Speed Limit System, 2 VMS

Requestor: Region 5

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

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

Hazard Elimination Project: SH287C 286.25-288.75 (FY 13)

Description: Redesign & Replace Substandard Existing Hwy Lighting

Requestor: Region 6

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	990,000
State Funds: \$	110,000
Local Funds: \$	-
Total: \$	1,100,000

Hazard Elimination Project: SH287C 286.25-288.75 (FY 13)

Description: Pedestrian Countdown Signals

Requestor: Region 6

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	243,000
State Funds: \$	27,000
Local Funds: \$	-
Total: \$	270,000

Hazard Elimination Project: SH85C 233.99-234.19 (FY 13)

Description: Upgrade Traffic Signal, Modify Geometry

Requestor: Region 6

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	1,710,000
State Funds: \$	190,000
Local Funds: \$	-
Total: \$	1,900,000

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

Description: TBD

Requestor: Region 6

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	645,795
State Funds: \$	71,755
Local Funds: \$	-
Total: \$	717,550

Hazard Elimination Project: 1st St at I-25 (FY 13)

Description: Install Sidewalk, Curb Ramps, Ped Signals, LT Bay

Requestor: City of Pueblo

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	117,000
State Funds:	
Local Funds: \$	13,000
Total: \$	130,000

Hazard Elimination Project: SH115A 47.42-47.5 (FY 13)

Description: Continuous Flow/Diverging Diamond Style Interchange

Requestor: City of Colorado Springs

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	273,740
State Funds: \$	30,415
Local Funds: \$	-
Total: \$	304,155

Hazard Elimination Project: Printers Pkwy and Parkside Dr (FY 13)

Description: Construct Roundabout

Requestor: City of Colorado Springs

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	561,434
State Funds: \$	-
Local Funds: \$	62,381
Total: \$	623,815

Hazard Elimination Project: Troy Ave at Oakshire Lane (FY 13)

Description: Install New Traffic Signal and NB Right Turn Lane

Requestor: City of Pueblo

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	233,100
State Funds:	
Local Funds: \$	25,900
Total: \$	259,000

Hazard Elimination Project: Platte Ave and Tejon St (FY 13)

Description: Add E-W Left Turn Lanes/Widening

Requestor: City of Colorado Springs

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	103,421
State Funds: \$	-
Local Funds: \$	11,491
Total: \$	114,912

Hazard Elimination Project: Carr Ave / C St to 1000 BLK CR 1 (FY 13)

Description: Roadway Geometric Improvements

Requestor: City of Cripple Creek

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	459,752
State Funds: \$	-
Local Funds: \$	51,084
Total: \$	510,836

Hazard Elimination Project: SH82A 18.94-19.14 (FY 13)

Description: Geometric Improvements/Dilemma Zone Detection

Requestor: Eagle County

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	504,000
State Funds: \$	56,000
Local Funds: \$	-
Total: \$	560,000

Hazard Elimination Project: SH141B 161.31-161.41 (FY 13)

Description: Update New Traffic Signal Equipment, Fix Drain Pan

Requestor: Mesa County

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

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

Hazard Elimination Project: Cedar Drive (FY 13)

Description: Widening, Curve Realignment, and Guardrail

Requestor: Eagle County

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	1,179,000
State Funds:	
Local Funds: \$	131,000
Total: \$	1,310,000

Hazard Elimination Project: SH34A 94.81-94.81 (FY 13)

Description: Upgrade Mast Arms, Ped Facilities, Channelizing, Phasing

Requestor: City of Loveland

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	445,500
State Funds: \$	49,500
Local Funds: \$	-
Total: \$	495,000

Hazard Elimination Project: CR 49 and CR 44 (FY 13)

Description: Intersection - Relocation/Realignment

Requestor: Weld County

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	828,000
State Funds: \$	-
Local Funds: \$	92,000
Total: \$	920,000

Hazard Elimination Project: Smoky Hill Rd and Liverpool St/Picadilly St (FY 13)

Description: N-S Fully Protected LT

Requestor: City of Centennial

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	58,753
State Funds: \$	-
Local Funds: \$	6,528
Total: \$	65,281

Hazard Elimination Project: Smoky Hill Rd and Tower Rd (FY 13)

Description: N-S Fully Protected LT, E-W Flashing Yellow LT, X-walk

Requestor: City of Centennial

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	63,896
State Funds:	
Local Funds: \$	7,099
Total: \$	70,995

Hazard Elimination Project: 14th Ave and Lamar St (FY 13)

Description: Construct Roundabout

Requestor: City of Lakewood

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	990,000
State Funds:	
Local Funds: \$	110,000
Total: \$	1,100,000

Hazard Elimination Project: County Line Rd and Broadway (FY 13)

Description: Signal Upgrade and Flashing Yellow LT

Requestor: City of Littleton

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	555,808
State Funds: \$	-
Local Funds: \$	61,756
Total: \$	617,564

Hazard Elimination Project: Potomac St and Briarwood Ave (FY 13)

Description: New Signal

Requestor: City of Centennial

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	272,618
State Funds: \$	-
Local Funds: \$	30,291
Total: \$	302,909

Hazard Elimination Project: SH88A 4.17-4.21 (FY 13)

Description: Upgrade Traffic Signal

Requestor: City of Denver

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

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

Hazard Elimination Project: SH95 (Sheridan) and SH40 (Colfax) (FY 13)

Description: Upgrade Traffic Signal, Modify Geometry

Requestor: City of Denver

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

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

Hazard Elimination Project: 112th Ave and Perry St (FY 13)

Description: Install New Traffic Signal

Requestor: City of Westminster

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	238,500
State Funds: \$	-
Local Funds: \$	26,500
Total: \$	265,000

Hazard Elimination Project: Orchard Rd and Buckley Rd (FY 13)

Description: Warning Beacons (NB/EB), Countdown Ped, X-walk, Lighting

Requestor: City of Centennial

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	54,233
State Funds: \$	-
Local Funds: \$	6,026
Total: \$	60,259

Hazard Elimination Project: 88th and Colorado Blvd (FY 13)

Description: EB Double LT Protected Only

Requestor: City of Thornton

Evaluation Measure: FHWA Benefit/Cost Analysis of Accident Reduction

Cost Summary:

Federal Funds: \$	1,571,776
State Funds: \$	-
Local Funds: \$	174,642
Total: \$	1,746,418

PROGRAM TASK DESCRIPTIONS

2013 Roadway Traffic Safety Programs Hot Spot



HOT SPOT PROGRAM

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

Region 1 "Hot Spot" Projects FY 2013

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

Requestor:

Cost Summary:

Federal Funds: \$	-
State Funds: \$	361,171
Local Funds: \$	-
Total: \$	361,171

Region 2 "Hot Spot" Projects FY 2013

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

Requestor:

Cost Summary:

Federal Funds: \$	-
State Funds: \$	361,171
Local Funds: \$	-
Total: \$	361,171

Region 3 "Hot Spot" Projects FY 2013

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

Requestor:

Cost Summary:

Federal Funds: \$	-
State Funds: \$	361,171
Local Funds: \$	-
Total: \$	361,171

Region 4 "Hot Spot" Projects FY 2013

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

Requestor:

Cost Summary:

Federal Funds: \$	-
State Funds: \$	361,171
Local Funds: \$	-
Total: \$	361,171

Region 5 "Hot Spot" Projects FY 2013

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

Requestor:

Cost Summary:

Federal Funds: \$	-
State Funds: \$	361,171
Local Funds: \$	-
Total: \$	361,171

Region 6 "Hot Spot" Projects FY 2013

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

Requestor:

Cost Summary:

Federal Funds: \$	-
State Funds: \$	361,171
Local Funds: \$	-
Total: \$	361,171

PROGRAM TASK DESCRIPTIONS

2013 Roadway Traffic Safety Programs Traffic Signals



TRAFFIC SIGNALS FUNDING PROGRAM

CDOT's Traffic Signals Funding Program delivers uniform funding allotments to each engineering region on an annual basis. These funds are designated specifically for traffic signal construction, signal replacement, or signal system enhancement. The regions rely on these funds to address, on a priority basis, safety and operational needs at locations with existing traffic signals, or where signals are warranted but not yet constructed.

In a typical application, these dollars are directed to activities such as traffic signal rebuilding, new signal installation, equipment updating, signal expansion due to intersection widening, signal interconnection, and operational improvements including hardware and software upgrades to facilitate safety and improved operations on a corridor level.

Region 1 "Traffic Signals" Projects, FY 2013

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

Requestor:

Cost Summary:

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

Region 2 "Traffic Signals" Projects, FY 2013

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

Requestor:

Cost Summary:

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

Region 3 "Traffic Signals" Projects, FY 2013

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

Requestor:

Cost Summary:

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

Region 4 "Traffic Signals" Projects, FY 2013

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

Requestor:

Cost Summary:

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

Region 5 "Traffic Signals" Projects, FY 2013

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

Requestor:

Cost Summary:

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

Region 6 "Traffic Signals" Projects, FY 2013

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

Requestor:

Cost Summary:

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

PROGRAM TASK DESCRIPTIONS

2013 Roadway Traffic Safety Programs Safety Resurfacing



SAFETY RESURFACING PROGRAM

The Safety Resurfacing Program is an effective and well-established approach to systematically improve highway safety statewide. This efficient program provides funding to individual engineering regions to address safety problems in conjunction with routinely scheduled roadway resurfacing projects. In contrast with other safety programs, this process delivers varied funding levels to CDOT engineering regions based on each region's overall resurfacing demands.

With this program, each project location is rigorously analyzed for existing safety problems and potential safety improvement measures via the Safety Assessment Report procedure. This procedure explicitly considers safety on 3R-type projects (resurfacing, restoration, and rehabilitation) and seeks to maximize accident reduction within the limitations of available budgets. Based on identified problems and specific characteristics at a project's location, a selection of safety improvement options are offered that can be included in the project's scope.

Region 1 "Safety Resurfacing" Money, FY 2013

Provides safety improvements while resurfacing through the Safety Assessment process.

Requestor:

Cost Summary:

Federal Funds: \$	-
State Funds: \$	749,137
Local Funds: \$	-
Total: \$	749,137

Region 2 "Safety Resurfacing" Money, FY 2013

Provides safety improvements while resurfacing through the Safety Assessment process.

Requestor:

Cost Summary:

Federal Funds: \$	-
State Funds: \$	902,933
Local Funds: \$	-
Total: \$	902,933

Region 3 "Safety Resurfacing" Money, FY 2013

Provides safety improvements while resurfacing through the Safety Assessment process.

Requestor:

Cost Summary:

Federal Funds: \$	-
State Funds: \$	823,554
Local Funds: \$	-
Total: \$	823,554

Region 4 "Safety Resurfacing" Money, FY 2013

Provides safety improvements while resurfacing through the Safety Assessment process.

Requestor:

Cost Summary:

Federal Funds: \$	-
State Funds: \$	947,584
Local Funds: \$	-
Total: \$	947,584

Region 5 "Safety Resurfacing" Money, FY 2013

Provides safety improvements while resurfacing through the Safety Assessment process.

Requestor:

Cost Summary:

Federal Funds: \$	-
State Funds: \$	749,137
Local Funds: \$	-
Total: \$	749,137

Region 6 "Safety Resurfacing" Money, FY 2013

Provides safety improvements while resurfacing through the Safety Assessment process.

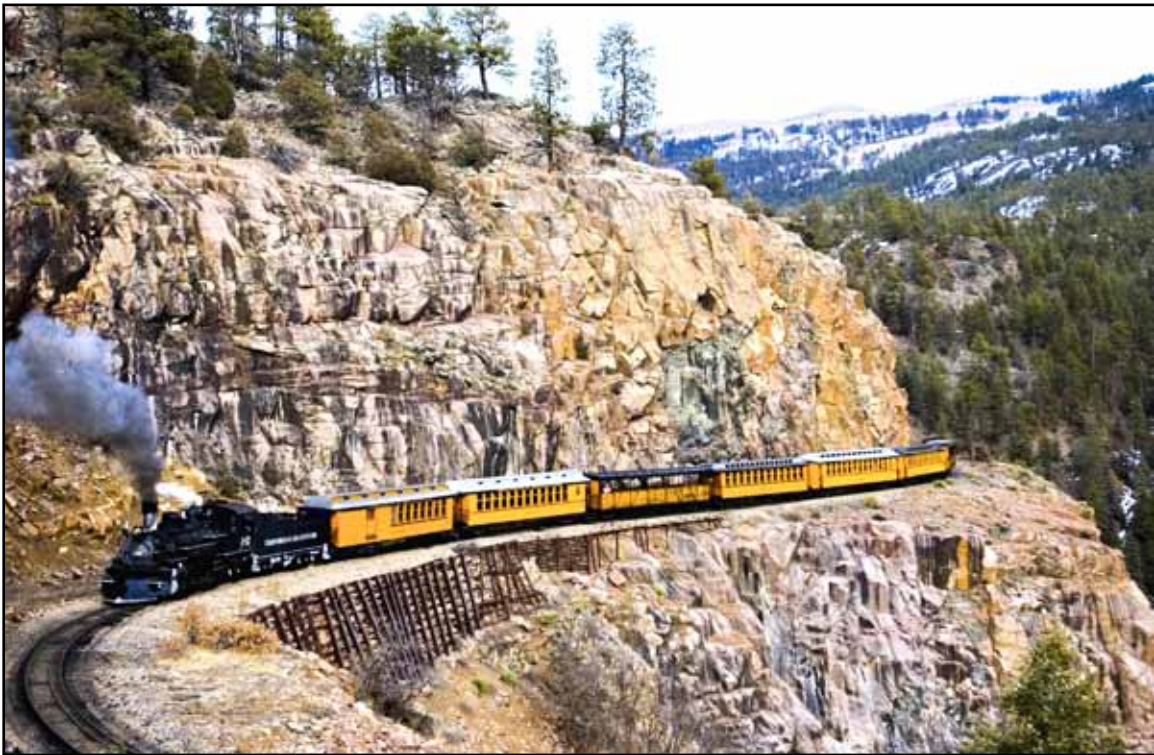
Requestor:

Cost Summary:

Federal Funds: \$	-
State Funds: \$	793,787
Local Funds: \$	-
Total: \$	793,787

PROGRAM TASK DESCRIPTIONS

2013 Roadway Traffic Safety Programs Rail Crossing Protection



RAIL CROSSING PROTECTION PROGRAM

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

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

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

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

PROGRAM TASK DESCRIPTIONS

Rail Crossing Protection (Continued)

FY 2013 Highway/Rail Crossing Projects

Budget (est.) -	\$3,500,000
At-grade expenditures -	\$3,500,000
Grade separated expenditures -	\$0
6th St. w/o Narrow Gauge Ave., Durango	DOT 253-699N
WBAPS Rank – 4	
Improvements: Lights, gates and CWT circuitry	
Cost estimate: \$400,000	100% Federal funds
7th St. w/o Narrow Gauge Ave., Durango	DOT 253-700F
WBAPS Rank – 20	
Improvements: Lights, gates and CWT circuitry	
Cost estimate: \$400,000	100% Federal funds
8th St. w/o Narrow Gauge Ave., Durango	DOT 253-701N
WBAPS Rank – 26	
Improvements: Lights, gates and CWT circuitry	
Cost estimate: \$400,000	100% Federal funds
9th St. w/o Narrow Gauge Ave., Durango	DOT 253-702N
WBAPS Rank – 30	
Improvements: Lights, gates and CWT circuitry	
Cost estimate: \$400,000	100% Federal funds
Frazier Ave., Florence	DOT 253-168S
WBAPS Rank – 702	
Improvements: Lights, gates and CWT circuitry	
Cost estimate: \$500,000	100% Federal funds
Washington County, US 34 east of Akron	DOT 057-305H
WBAPS Rank – 66	
Improvements: Lights, gates and CWT circuitry	
Cost estimate: \$500,000	100% Federal funds
Wilcox Lane, Larimer County	DOT 804-512P
WBAPS Rank – 448	
Improvements: Lights, gates and CWT circuitry	
Cost estimate: \$500,000	100% Federal funds
SH 159, Fort Garland	DOT 253-482B
WBAPS Rank – 64	
Improvements: Lights, gates and CWT circuitry	
Cost estimate: \$400,000	100% Federal funds

PROGRAM TASK DESCRIPTIONS

2013 Roadway Traffic Safety Programs Rockfall



ROCKFALL

Rockfall incidents have been the direct cause of traffic accidents, traffic delays, injuries, and fatalities along Colorado's mountain corridors. With increasing highway use and tourism, the number of vehicles traveling on these scenic roadways also escalates, which can magnify the seriousness of a rockfall event. This was illustrated in 2010 when a large rock slide closed I-70 through Glenwood Canyon and punched a 16 foot hole through a bridge deck. The detour during the closure was approximately 200 miles long.

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

Rockfall Mitigation: Annual Rockfall Program, FY 2013

Description: To Reduce Rockfall along State Highway Corridors

Requestor: HQ Materials Lab

Cost Summary:

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

PROGRAM TASK DESCRIPTIONS

2013 Roadway Traffic Safety Programs Roadway Engineering Safety



ROADWAY ENGINEERING SAFETY

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

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

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

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

Projects are to be determined as funding becomes available.



2013 HIGHWAY SAFETY OFFICE ~ SAFETY EDUCATION AND ENFORCEMENT PROGRAMS Task Descriptions

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



PROGRAM TASK DESCRIPTIONS

Safety Education And Enforcement Programs
Program Administration and Support



Grant Funding Overview

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

SAFETEA-LU authorizes funding for the following grant programs:

Section 402 - State and Community Highway Safety Programs

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

Matching Requirements for Section 402

- Federal share is not to exceed 80 %

Section 405 – Occupant Protection Incentive Grants

Section 405 provides incentive grants to encourage states to adopt and implement effective programs to reduce highway deaths and injuries resulting from individuals riding unrestrained or improperly restrained in motor vehicles.

Matching Requirements for Section 405

- Federal share is not to exceed 50 %

Section 408 – State Traffic Safety Information System Improvements Grants

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

Matching Requirements for Section 408

- Federal share is not to exceed 80 %

GRANT FUNDING OVERVIEW (Continued)

Section 410 - Alcohol Impaired Driving Countermeasures

Section 410 encourages states to adopt and implement effective programs to reduce traffic safety problems resulting from individuals driving while under the influence of alcohol. A State may use these grant funds to implement the eight impaired driving programmatic grant criteria as well as costs for:

- High visibility enforcement
- Training and equipment for law enforcement
- Advertising and educational campaigns that publicize checkpoints, saturation patrols or other law enforcement traffic maneuvers, increase law enforcement efforts and target impaired drivers under 34 years of age
- A State impaired operator information system
- Vehicle or license plate impoundment

Matching Requirements for Section 410

- Federal share is not to exceed 25 %

Section 2010 – Motorcyclist Safety Grants

Section 2010 encourages states to adopt and implement effective programs to reduce the number of single and multi-vehicle crashes involving motorcyclists. A state may use these grants funds only for motorcyclist safety training and motorcyclist awareness programs, including:

- Improvement of training curricula
- Delivery of training
- Recruitment or retention of motorcyclist safety instructors
- Public awareness and outreach programs.

Matching Requirements for Section 2010

- None

Section 2011 – Child Safety and Child Booster Seat Incentive Grants

Section 2011 encourages States to enact and enforce booster seat laws. Funds can be used for child passenger safety training, enforcement of child restraint laws and education programs about the proper use and installation of child restraints.

Matching Requirements for Section 2011

- Federal share is not to exceed 25 %

PROGRAM DEVELOPMENT OVERVIEW

The CDOT Highway Safety Office (HSO), within the Office of Transportation Safety (OTS) is responsible for developing and administering behavioral programs that improve traffic safety in Colorado by reducing the number and severity of traffic crashes. The HSO's programs target specific high-risk driving behaviors, such as impaired driving, speeding, distracted driving, and also focus on populations at high risk for crash involvement such as teenagers, motorcycle riders, and vehicle occupants who do not use seat belts.

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

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

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

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

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

Yearly Timelines:

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

PROGRAM TASK DESCRIPTIONS

Program Administration and Support (Continued)

Task Number 13-11-97-01
Program Name Planning and Administration
Contractor Highway Safety Office
Program Manager Miller

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

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

Cost Summary

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

PROGRAM TASK DESCRIPTIONS

Program Administration and Support (Continued)

Task Number 13-12-98-01
Program Name Impaired Driving Program Support
Contractor Highway Safety Office
Program Manager Davis

The Highway Safety Office staff will develop, plan, coordinate, and provide technical assistance and support for the activities in impaired-driving enforcement and education.

External project audit costs, program-specific staff training, funding for necessary operating equipment, attendance at State and national conferences, and professional training for the staff are included.

Evaluation Measure 6,000 staff hours
Funding Source 410
Program Area K8 - Alcohol

Cost Summary

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

PROGRAM TASK DESCRIPTIONS

Program Administration and Support (Continued)

Task Number 13-12-98-02
Program Name Occupant Protection Program Support
Program Manager Gould/ Highway Safety Office (HSO)

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

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

Evaluation Measure 6,900 staff hours
Funding Source 402
Program Area OP - Occupant Protection

Cost Summary

Personal Services	\$	200,000.00
Operating Expenses	\$	34,800.00
Travel	\$	5,200.00
Contractual Services		
Other (indirects)		
Total	\$	240,000.00
Federal Funds	\$	240,000.00
Agency Match		
Total	\$	240,000.00

PROGRAM TASK DESCRIPTIONS

Program Administration and Support (Continued)

Task Number 13-12-98-03
Program Name Traffic Records Program Support
Contractor Safety and Traffic Engineering Branch
Program Manager Marandi

The Safety and Traffic Engineering Branch staff will address statewide goals and objectives through review of the 2009 Traffic Records Assessment Report, and will address responses and implementation of recommendations. Staff will review and assess progress of the 2012 Traffic Records Strategic Plan, and will outline the current state of the Traffic Records program. Staff will also participate in the activities of the Colorado Statewide Traffic Records Advisory Committee (STRAC) who partner with local governments to implement statewide traffic records initiatives.

Staff will assess program management responsibilities with emphasis on the interface between and coordination among CDOT Staff, the Highway Safety Office, the Department of Revenue, and Colorado State Patrol, Traffic Records Staff, including sharing the expertise of other major stakeholders.

Activities include establishing resource requirements, departmental roles and responsibilities, assignment of tasks and schedules, and program management of the FY 2012 grants. Costs include external project audit costs, program-specific staff training, necessary operating expenses, and participation by the Traffic Records Unit's key staff in the 39th International Forum. The Forum is hosted by the National Safety Council and sponsored by NHTSA, the Federal Highway Administration, the Federal Motor Carrier Safety Administration, and the Bureau of Transportation Statistics. Topics include traffic records, highway safety information systems, and other function-related training and/or meetings.

Evaluation Measure 2,080 hours
Funding Source 408
Program Area K9 – Data Incentive

Cost Summary

Personal Services	\$	100,000.00
Operating Expenses	\$	20,000.00
Travel		
Contractual Services		
Other (indirects)		
Total	\$	120,000.00
Federal Funds	\$	120,000.00
State/Local Match	\$	30,000.00
Total	\$	150,000.00

PROGRAM TASK DESCRIPTIONS

Program Administration and Support (Continued)

Task Number 13-12-98-04
Program Name Media Program Support – Impaired Driving
Contractor CDOT Public Relations Office
Program Manager Halpape

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

This project addresses measures:

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

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

Cost Summary

Personal Services	\$	73,000.00
Operating Expenses	\$	5,000.00
Travel		
Contractual Services		
Other (indirects)		
Total	\$	78,000.00
Federal Funds	\$	78,000.00
Agency Match		
Total	\$	78,000.00

PROGRAM TASK DESCRIPTIONS

Program Administration and Support (Continued)

Task Number 13-12-98-05
Program Name Media Program Support – Occupant Protection
Contractor CDOT Public Relations Office
Program Manager Halpape

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

This project addresses measures:

- C-1. Reduce the number of traffic fatalities
- C-2. Reduce the number of serious injuries in traffic crashes
- C-3. Reduce the fatalities per Vehicle Miles Traveled (VMT)
- C-4. Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions
- C-7 Reduce the number of motorcycle fatalities
- C-8 Reduce the number of unhelmeted motorcycle fatalities
- C-9 Reduce the number of drivers age 20 or younger involved in fatal crashes
- B-1 Increase the observed seat belt use for passenger vehicles

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

Cost Summary

Personal Services	\$	75,000.00
Operating Expenses	\$	3,000.00
Travel		
Contractual Services		
Other (indirects)		
Total	\$	78,000.00
Federal Funds	\$	78,000.00
Agency Match		
Total	\$	78,000.00

PROGRAM TASK DESCRIPTIONS

Program Administration and Support (Continued)

Task Number 13-12-98-06
Program Name Program Support – Speed
Contractor Highway Safety Office
Program Manager Gould

The Highway Safety Office staff will develop, plan, coordinate, and provide technical assistance and support for the activities in speed-related enforcement programs.

This program will provide funding for external project audit costs, program-specific staff training, operating equipment, attendance at State and national conferences, and professional training for the staff.

Evaluation Measure 3,000 staff hours
Funding Source 402
Program Area SE - Speed Enforcement

Cost Summary

Personal Services	\$	70,000.00
Operating Expenses	\$	7,500.00
Travel	\$	2,500.00
Contractual Services		
Other (indirects)		
Total	\$	80,000.00
Federal Funds	\$	80,000.00
Agency Match		
Total	\$	80,000.00

PROGRAM TASK DESCRIPTIONS

Safety Education And Enforcement Programs Impaired Driving



IMPAIRED DRIVING

Colorado alcohol-related fatalities (Blood Alcohol Concentration .01 or above) have declined consistently since 2007. In 2009 and 2010 alcohol-related fatalities were under 200 for the first time in 27 years. In 2010 there were 156 alcohol-related fatalities, which is 34.7% of all fatalities.

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

In Colorado, impaired driving includes operating a vehicle while under the influence of alcohol and/or drugs.

Efforts and activities to decrease impaired driving include:

- Impaired driving education programs
- Aggressive high-visibility enforcement
- Increasing public awareness through *The Heat is On* media campaigns
- Focusing DUI enforcement on sections of roadways with high incidences of impaired driving crashes
- Statewide sobriety checkpoints through *Checkpoint Colorado*
- Training law enforcement officers in Standard Field Sobriety Testing (SFST), Advanced Roadside Impairment and Drug Evaluation (ARIDE) and Drug Recognition Evaluation (DRE)
- Creating new and maintaining existing DUI Courts
- Statewide coordination of impaired driving enforcement and education efforts through a dedicated Law Enforcement Coordinator and a Traffic Safety Resource Prosecutor
- Targeting high-risk groups of drivers for impaired-driving education and prevention programs
- Working with community groups throughout the state to develop and implement impaired-driving programs appropriate to the needs of their populations

PROGRAM TASK DESCRIPTIONS

Impaired Driving (Continued)

Task Number 13-01-11-01
Program Name DRE/SFST/ARIDE
Contractor LEAD Impairment Training
Program Manager Rocke

This program supports law enforcement training programs that offer Standardized Field Sobriety Testing (SFST) practitioner and SFST instructor training, in-service recertification of the SFST instructors statewide, Advanced Roadside Impaired Driving Enforcement (ARIDE), Drug Recognition Expert (DRE) practitioner, and DRE instructor training. The Highway Safety Office will host two SFST and two DRE updates. These trainings will provide law enforcement with the highest level of education so that they can influence a positive change in their communities.

This project addresses measures:

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

Evaluation Measure # of SFST practitioner courses conducted and # of students trained, # of SFST instructor courses conducted and # of students trained, # of SFST instructor updates conducted, # of ARIDE courses conducted and # of students trained, # of DRE trainings and DRE's attending
Funding Source 410
Program Area K8 - Alcohol

Cost Summary

Personal Services		
Operating Expenses	\$	6,000.00
Travel	\$	5,000.00
Contractual Services	\$	49,000.00
Other (indirects)		
Total	\$	60,000.00
Federal Funds	\$	60,000.00
Agency Match	\$	60,000.00
Total	\$	120,000.00

PROGRAM TASK DESCRIPTIONS

Impaired Driving (Continued)

Task Number	13-01-11-02
Program Name	Interagency Task Force on Drunk Driving (ITFDD)
Contractor	Colorado State Patrol
Program Manager	Rocke

The mission of the ITFDD is to support the prevention, awareness, enforcement, and treatment of drunk and impaired driving in Colorado through strong partnerships with public, private, and non-profit organizations. The ITFDD brings people together, creating a forum for victims and advocates to access many experts and resources in one place. The ITFDD provides additional resource for the Legislature, enabling it to consider well thought out, more cohesive proposals.

The goal of this program is to provide administrative support to the ITFDD in order to increase its ability to accomplish its mission of increasing traffic safety by reducing the number of drivers under the influence of drugs or alcohol.

This project addresses measures:

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

Evaluation Measure	# of task force activities completed, completion of Annual Report
Funding Source	410
Program Area	K8 – Alcohol

Cost Summary

Personal Services	\$	28,800.00
Operating Expenses	\$	1,200.00
Travel		
Contractual Services		
Other (indirects)		
Total	\$	30,000.00
Federal Funds	\$	30,000.00
Agency Match	\$	30,000.00
Total	\$	60,000.00

PROGRAM TASK DESCRIPTIONS

Impaired Driving (Continued)

Task Number 13-01-11-03
Program Name Support for DUI Courts
Contractor Colorado Judicial Branch
Program Manager Roche

CDOT will provide funds to the Colorado Judicial Branch for the continuation of established DUI courts in Chaffee, El Paso, Fremont, Larimer, and Weld counties, and to assist in establishing new courts in Eagle, Garfield, Lake, and Summit counties. Funds are used to improve the justice system's response to persistent drunk drivers by developing court, probation staffing, and treatment allocation models to continue existing DUI courts, and to establish new DUI courts in order to better respond to the challenges of repeat impaired driving offenders. All of the courts adhere to the 10 Key Components for Problem Solving Courts and are focused on higher-risk offenders who meet the criteria for persistent drunk drivers.

This project addresses measures:

C-1. Reduce the number of traffic fatalities

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

Evaluation Measure Continuation of established courts, use of established models, and # of new DUI courts
Funding Source 410
Program Area K8 - Alcohol

Cost Summary

Personal Services		
Operating Expenses	\$	138,024.00
Travel	\$	24,000.00
Contractual Services	\$	37,976.00
Other (indirects)		
Total	\$	200,000.00
Federal Funds	\$	200,000.00
Agency Match	\$	200,000.00
Total	\$	400,000.00

PROGRAM TASK DESCRIPTIONS

Impaired Driving (Continued)

Task Number 13-01-11-04
Program Name Traffic Safety Resource Prosecutor (TSRP)
Contractor Colorado District Attorneys' Council (CDAC)
Program Manager Roche

The TSRP program will provide education and training; field technical assistance requests; conduct legal research; provide motions and trial research, assistance, and support; and conduct defense issue research in support of law enforcement, highway safety offices, toxicology laboratories, victim services personnel, and others involved in the prevention, investigation, and prosecution of impaired driving and other types of traffic-related cases. The maintenance of these efforts should provide the CDAC, CSP, CDOT, and NHTSA with the effective investigations and prosecutions needed to work toward the common goals of making Colorado's roadways safer and reducing fatalities.

This project addresses measures:

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

Evaluation Measure # of law enforcement officers and prosecutors trained, # of technical assistance requests fulfilled
Funding Source 410
Program Area K8 - Alcohol

Cost Summary

Personal Services	\$	94,000.00
Operating Expenses	\$	15,000.00
Travel	\$	11,000.00
Contractual Services	\$	40,000.00
Other (indirects)		
Total	\$	160,000.00
Federal Funds	\$	160,000.00
Agency Match	\$	160,000.00
Total	\$	320,000.00

PROGRAM TASK DESCRIPTIONS

Impaired Driving (Continued)

Task Number 13-01-11-05
Program Name Checkpoint Colorado
Contractor Law Enforcement Agencies
Program Manager Guerrero

Law enforcement agencies selected through the CDOT Problem Identification Report will target areas in the state identified as having a high rate of alcohol-related fatalities and crashes. National Highway Traffic Safety Administration (NHTSA) research shows that, in areas where DUI checkpoints are routinely practiced, the number of alcohol-related traffic fatalities and crashes are reduced. The targeted agencies will be required to conduct a minimum of five DUI checkpoints, with two of those checkpoints to occur during holiday weekends. This project runs from Memorial Day through Labor Day. Agency selection is based on 2011 crash and fatality data.

This project addresses measures:

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

Evaluation Measure # of checkpoints conducted, # of checkpoint arrests, # of alcohol-related fatalities during checkpoint operations
Funding Source 410
Program Area K8 - Alcohol

Cost Summary

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

PROGRAM TASK DESCRIPTIONS

Impaired Driving (Continued)

Task Number 13-01-11-06
Program Name MADD CO Underage Drinking Prevention
Contractor Mothers Against Drunk Drivers (MADD)
Program Manager Guerrero

Alcohol continues to be the most commonly used drug for teenagers, and alcohol contributes to the deaths of more youth each year than all other illicit drugs combined, according to the John Hopkins Bloomberg School of Public Health. In 2011, El Paso, Weld, and Denver counties have consistently had the highest fatality rates of motor vehicle crashes in the State, according to the CDOT Problem Identification Report. MADD Colorado will work on a statewide level, but will specifically target these three high risk counties.

Activities will include presentations of evidence-based alcohol curricula such as *Power of Parents, It's Your Influence* workshops targeting parents who have the ability to influence the ways in which their children view the underage consumption of alcohol and unsafe driving behaviors.

This project addresses measures:

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

Evaluation Measure # of alcohol education presentations
Funding Source 410
Program Area K8 – Impaired Driving

Cost Summary

Personal Services	\$	57,240.00
Operating Expenses	\$	8,880.00
Travel	\$	2,880.00
Contractual Services		
Other (indirects)		
Total	\$	69,000.00
Federal Funds	\$	69,000.00
Agency Match	\$	69,000.00
Total	\$	138,000.00

PROGRAM TASK DESCRIPTIONS

Impaired Driving (Continued)

Task Number	13-01-11-07
Program Name	DUI Reduction and Prevention
Contractor	Grand Futures Prevention Coalition (GFPC)
Program Manager	Guerrero

GFPC serves residents in Grand, Routt, and Moffat counties in the 14th Judicial District. According to the CDOT Problem Identification Report, this region has been identified as a high-risk community with the primary challenge in all three counties being impaired driving prevention for teens and adults. A significant factor in the region's impaired driving rates stems from the many tourists who frequent the area annually and create a relaxed "party atmosphere which fuels favorable community norms surrounding youth and adult alcohol use and impaired driving among residents and tourists alike".

GFPC aims to reduce the number of impaired-driving-related crashes and fatalities by continuing a successful comprehensive marketing campaign focused on the prevention of alcohol use and impaired driving in the 14th Judicial District. GFPC will partner with local alcohol retailers and taxi services with the goal of reducing youth access to alcohol, encouraging responsible drinking behaviors among adults, educating merchants and adults about the dangers of underage drinking, and preventing impaired driving.

This project addresses measures:

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

Evaluation Measure	# of DUIs and Minors In Possession, # of presentations to alcohol retailers and parents
Funding Source	410
Program Area	K8 – Impaired Driving

Cost Summary

Personal Services	\$	20,346.00
Operating Expenses	\$	18,452.00
Travel		
Contractual Services	\$	11,202.00
Other (indirects)		
Total	\$	50,000.00
Federal Funds	\$	50,000.00
Agency Match	\$	50,000.00
Total	\$	100,000.00

PROGRAM TASK DESCRIPTIONS

Impaired Driving (Continued)

Task Number 13-01-11-08
Program Name DRE/Impaired Driving Tech Transfer
Contractor Highway Safety Office
Program Manager Roche

Funding will cover registration and travel to conferences and events related to DRE training, including the International Association Chiefs of Police Impaired Driving Conference. Law enforcement officers and other traffic safety partners selected to attend will be required to submit a summary of their findings. This includes recommendations for how the training will be used at a local level. This training will be brought back to Colorado by attendees and used in mandatory in-service training sessions.

Attendees will use the information they learn at the conference to give law enforcement officers up-to-date information and methods in recognizing symptoms of drug use in the motoring public.

This project addresses measures:

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

Evaluation Measure # people trained, summary findings
Funding Source 410
Program Area K8 – Alcohol

Cost Summary

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

PROGRAM TASK DESCRIPTIONS

Impaired Driving (Continued)

Task Number 13-01-11-09
Program Name Impaired Driving Enforcement
Contractor Colorado State Patrol (CSP)
Program Manager Chase

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

The goal of this program is to increase traffic safety by reducing the numbers of drivers under the influence of drugs or alcohol.

The objective is to reduce by at least 4% the number of DUI related fatal and injury crashes occurring within the jurisdiction of the Colorado State Patrol.

This project addresses measures:

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

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

Cost Summary

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

PROGRAM TASK DESCRIPTIONS

Impaired Driving (Continued)

Task Number 13-01-11-10
Program Name Denver Sobriety Court
Contractor City and County of Denver
Program Manager Rocke

The Denver Sobriety Court opened in 2011 in order to effectively address repeat DUI offenders through a comprehensive system including expedited court case processing, jail and community-based treatment services, and court and probation oversight. The model is based on best practices in sobriety courts.

Denver's sobriety court mission is to provide an efficient, judicially-supervised, accountable systemic process to address addiction, and offender success and recovery. The goals of the sobriety court are to provide a comprehensive, expedited and coordinated judicial response to repeat impaired drivers, increase community safety through efficient and effective jail-to-community treatment and monitoring, and to reduce recidivism for previous DUI offenders through effective treatment and recovery services.

The sobriety court serves offenders charged with repeat (2nd, 3rd or more) impaired driving offenses.

This project addresses measures:

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

Evaluation Measure # of persons completing the program, recidivism rates for those persons
Funding Source 402
Program Area AL - Alcohol

Cost Summary

Personal Services	\$	300,000.00
Operating Expenses		
Travel		
Contractual Services		
Other (indirects)		
Total	\$	300,000.00
Federal Funds	\$	300,000.00
Agency Match	\$	75,000.00
Total	\$	375,000.00
Local Benefit	\$	300,000.00

PROGRAM TASK DESCRIPTIONS

Impaired Driving (Continued)

Task Number 13-01-11-11
Program Name Evidentiary Blood (Breath) Alcohol Testing Program
Contractor Colorado Department of Public Health & Environment
Program Manager Roche

These funds are dedicated as 410 match from the Colorado Department of Health and Environment (CDPHE). The funds are use used by CDPHE to fund operations of the *Evidentiary Blood (Breath) Alcohol Testing (EBAT)* program. The EBAT program is an integral part of the CDOT's impaired driving enforcement countermeasures strategic plans and supports efforts of 410-funded projects.

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

Evaluation Measure N/A - Match
Funding Source State Funds
Program Area K8 – Alcohol

Cost Summary

Personal Services	\$	350,000.00
Operating Expenses	\$	450,000.00
Travel		
Contractual Services		
Other (indirects)		
Total	\$	800,000.00
Federal Funds		
Agency Match	\$	800,000.00
Total	\$	800,000.00

PROGRAM TASK DESCRIPTIONS

Impaired Driving (Continued)

Task Number 13-01-11-12
Program Name DUI Countermeasures
Contractor Department of Revenue
Program Manager Roche

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

The funds are used by DOR for the administrative personal services costs of appeals, judicial reviews, citation processing, express consent hearing section, interlock review, penalty assessment, and the call center.

The funds are state funds and are not used to match any other federal programs for LEAF.

Evaluation Measure N/A - Match
Funding Source State Funds
Program Area K8 - Alcohol

Cost Summary

Personal Services	\$ 2,204,000.00
Operating Expenses	\$ 296,000.00
Travel	
Contractual Services	
Other (indirects)	
Total	\$ 2,500,000.00
Federal Funds	
Agency Match	\$ 2,500,000.00
Total	\$ 2,500,000.00

PROGRAM TASK DESCRIPTIONS

Impaired Driving (Continued)

Task Number 13-01-11-13
Program Name Law Enforcement Coordinator (LEC)
Contractor Highway Safety Office
Program Manager Chase

The Highway Safety Office designates an LEC to coordinate all statewide training and local activities for local law enforcement agencies in support of their efforts to enforce Colorado's safety programs and campaigns. The LEC will coordinate, within the law enforcement community, program initiatives and innovations as related to traffic safety countermeasures.

This project addresses measures:

- C-1. Reduce the number of traffic fatalities
- C-2. Reduce the number of serious injuries in traffic crashes
- C-5. Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above

Evaluation Measure # of media events, trainings functions, meetings and presentations; increase in agencies reporting to CDOT during enforcement periods
Funding Source 402
Program Area PT – Police Traffic Services

Cost Summary

Personal Services		
Operating Expenses		
Travel	\$	10,000.00
Contractual Services	\$	55,000.00
Other (indirects)		
Total	\$	65,000.00
Federal Funds	\$	65,000.00
Agency Match		
Total	\$	65,000.00

PROGRAM TASK DESCRIPTIONS

Impaired Driving (Continued)

Task Number 13-01-11-14
Program Name Law Enforcement Assistance Fund (LEAF)
Contractor Highway Safety Office
Program Manager Roche

The goals of the LEAF program are to increase and improve the enforcement of impaired driving laws, and to coordinate the efforts of law enforcement agencies in administering an impaired driving enforcement program.

These projects provide state match for 410.

The funds are state funds and are not used to match any other federal programs for LEAF.

Evaluation Measure N/A - Match
Funding Source State Funds
Program Area K8 – Alcohol

Cost Summary

Personal Services	\$	21,167.00
Operating Expenses	\$	12,553.00
Travel	\$	3,000.00
Contractual Services	\$	422,280.00
Other (indirects)		
Total	\$	459,000.00
Federal Funds		
Agency Match	\$	459,000.00
Total	\$	459,000.00

PROGRAM TASK DESCRIPTIONS

Impaired Driving (Continued)

Task Number 13-01-11-15
Program Name Smart Roads Impaired Driving Prevention
Contractor Crossroads' Turning Points, Inc.
Program Manager Guerrero

Pueblo County is the most populated county in Southern Colorado, and serves as a regional resource center for more than a dozen rural counties. Based on the CDOT Problem Identification Report, Crossroads Turning Points (CTP) actively reaches out to Pueblo, Las Animas, Huerfano, and Alamosa counties with its impaired driving prevention education programs. Drivers in Pueblo are 50% more likely to be impaired than other Colorado drivers.

CTP will address this problem by: forming alliances with coalitions to combat drinking and driving and prevent underage drinking; developing local chapters of SADD in 10 schools in the district of Pueblo and other counties; distributing CDOT bilingual educational materials in school districts, community organizations, and businesses; conducting community educational events; and developing and implementing a social marketing plan in support of preventing impaired driving and underage drinking.

This project addresses measures:

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

Evaluation Measure # of presentations, implementation of a social marketing plan, # of bilingual materials distributed, # of alcohol-related fatalities in counties served
Funding Source 410
Program Area K8 – Impaired Driving

Cost Summary

Personal Services	\$	38,700.00
Operating Expenses	\$	14,750.00
Travel	\$	3,550.00
Contractual Services		
Other (indirects)		
Total	\$	57,000.00
Federal Funds	\$	57,000.00
Agency Match	\$	57,000.00
Total	\$	114,000.00

PROGRAM TASK DESCRIPTIONS

Impaired Driving (Continued)

Task Number 13-01-11-16
Program Name Impaired Driving Prevention Programs
Contractor Auraria Police Department
Program Manager Guerrero

Impaired driving continues to be a significant health and safety issue for the college student population. According to the most recent National College Health Assessment (Fall 2009), 25% of students reported driving after drinking in the last 30 days. The Auraria PD has also seen an increase in underage drinking on campus. From January 2011 to December 2011, Auraria PD made 103 DUI arrests. The goal of the Department is to influence and educate the student population to adopt healthy driving behaviors by implementing and hosting two safety fairs at the Auraria Campus, which is home to Metropolitan State College of Denver, Community College of Denver, and the University of Colorado-Denver.

These safety fairs will give students hands-on training and information about the dangers and consequences of driving while impaired, and allow the students to interact with police officers in a positive learning environment. The department also reaches out to other campus police departments, such as the Aurora Community College, to assist in safety fairs and give presentations on the dangers of impaired driving to their student population.

This project addresses measures:

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

Evaluation Measure # of contacts during safety fairs and presentations, # of DUI arrests
Funding Source 410
Program Area K8 – Impaired Driving

Cost Summary

Personal Services	\$	11,172.00
Operating Expenses	\$	6,828.00
Travel		
Contractual Services		
Other (indirects)		
Total	\$	18,000.00
Federal Funds	\$	18,000.00
Agency Match	\$	18,000.00
Total	\$	36,000.00

PROGRAM TASK DESCRIPTIONS

Impaired Driving (Continued)

Task Number 13-01-11-17
Program Name High Visibility Impaired Driving Enforcement
Contractor Local Law Enforcement
Program Manager Chase

These funds are dedicated as 410 match from the First Time Drunk Driver fund which is funded from driver's license reinstatement fees from suspended drivers. The *High Visibility Impaired Driving Enforcement* campaigns will be selected by problem identification to support CDOT's and NHTSA's High Visibility Enforcement (HVE) periods. The number of the HVE campaigns planned will bring the total of HVE periods in the Highway Safety Office's (HSO) strategic plan to at least twelve.

HSO will partner with law enforcement agencies and the CDOT Public Relations Office in cities and counties that were identified in the CDOT Problem Identification Report as having high rates of alcohol-related crashes and fatalities.

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

Evaluation Measure N/A - Match
Funding Source State Funds
Program Area K8 - Alcohol

Cost Summary

Personal Services	\$ 1,500,000.00
Operating Expenses	
Travel	
Contractual Services	
Other (indirects)	
Total	\$ 1,500,000.00
Federal Funds	
Agency Match	\$ 1,500,000.00
Total	\$ 1,500,000.00

PROGRAM TASK DESCRIPTIONS

Impaired Driving (Continued)

Task Number 13-01-11-18
Program Name FY 2013 DUI Funding
Contractor Aurora Police Department
Program Manager Chase

The goal of this project is to maintain the aggressive enforcement of DUI laws by increasing the number of impaired driving arrests on Aurora's roadways, and thereby reducing the number of impaired-driving-related crashes.

Overtime enforcement will consist of 11 *High Visibility Enforcement* campaigns, including the 4th of July, Labor Day, fall festivals, Halloween, Thanksgiving, holiday parties, New Year's Eve, Super Bowl weekend, St. Patrick's Day, high school proms, and Memorial Day. Aurora PD will conduct DUI enforcement 7 days a week outside of the established enforcement periods.

Aurora will also stage/conduct five major checkpoint operations as part of the 2013 *Checkpoint Colorado* program.

This project addresses measures:

- C-1. Reduce the number of traffic fatalities
- C-2. Reduce the number of serious injuries in traffic crashes
- C-5. Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above

Evaluation Measure # of media events, trainings functions, meetings and presentations; increase in agencies reporting to CDOT during enforcement periods
Funding Source 410
Program Area K8 – Alcohol

Cost Summary

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

PROGRAM TASK DESCRIPTIONS

Impaired Driving (Continued)

Task Number 13-01-11-19
Program Name Denver DUI Enforcement and Capacity Enhancement
Contractor Denver Police Department
Program Manager Chase

The goal of this project is to reduce the number of crashes related to impaired driving in Denver by increasing the number of impaired-driving arrests.

Overtime enforcement using Denver Police Department's DUI unit will work 11 *High Visibility Enforcement* campaigns, including the 4th of July, Labor Day, fall festivals, Halloween, Thanksgiving, holiday parties, New Year's Eve, Super Bowl weekend, St. Patrick's Day, high school proms, and Memorial Day. Denver will also expand DUI saturation patrols to include the following special events: Cinco de Mayo, Colorado Rockies home-game opening, and Denver Broncos games.

Denver will also stage/conduct six major checkpoint operations as part of the 2013 *Checkpoint Colorado* program.

This project addresses measures:

- C-1. Reduce the number of traffic fatalities
- C-2. Reduce the number of serious injuries in traffic crashes
- C-5. Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above

Evaluation Measure # of media events, trainings functions, meetings and presentations; increase in agencies reporting to CDOT during enforcement periods
Funding Source 410
Program Area K8 - Alcohol

Cost Summary

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

PROGRAM TASK DESCRIPTIONS

Impaired Driving (Continued)

Task Number 13-01-11-20
Program Name Checkpoint Equipment
Contractor Various
Program Manager Guerrero

NHTSA research shows that in areas where DUI checkpoints are routinely practiced, the number of alcohol-related traffic fatalities and crashes are reduced. The success of a sobriety checkpoint depends greatly upon smooth and efficient operations. This includes having the necessary equipment readily available to conduct the checkpoints.

This project will address the equipment and operating needs of those agencies participating in either the 2013 *Checkpoint Colorado* campaign, or routinely conducting checkpoints. This equipment may consist of flares and/or fuses, safety cones, permanent or portable lighting, signs, vests, flashlights, and portable breath testers given to the top performing *Checkpoint Colorado* agencies. In addition to equipment, promotional items will be provided to participating agencies to promote and bring awareness to *Checkpoint* activities.

This project addresses measures:

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

Evaluation Measure # of checkpoints conducted, # of DUI arrests
Funding Source 410
Program Area K8 - Alcohol

Cost Summary

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

PROGRAM TASK DESCRIPTIONS

Impaired Driving (Continued)

Task Number 13-01-11-21
Program Name Drug Recognition Expert (DRE) Training
Contractor Highway Safety Office
Program Manager Roche

Utilizing the criteria adopted by the International Association of Chiefs of Police (IACP) and the National Highway Traffic Safety Administration (NHTSA), Colorado will continue to expand the DRE program throughout the state, enhance the DRE Training program, and increase the number of DREs within the state.

Many Colorado law enforcement officers have little or no training in the detection of impairment from drugs other than alcohol. This funding will ensure that there are trained officers available to evaluate drugged drivers for prosecution.

This project addresses measures:

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

Evaluation Measure # of Colorado DREs who will complete the DRE School
Funding Source 410
Program Area K8 - Impaired Driving

Cost Summary

Personal Services		
Operating Expenses	\$	45,000.00
Travel	\$	5,000.00
Contractual Services		
Other (indirects)		
Total	\$	50,000.00
Federal Funds	\$	50,000.00
Agency Match		
Total	\$	50,000.00

PROGRAM TASK DESCRIPTIONS

Impaired Driving (Continued)

Task Number 13-01-11-22
Program Name DUI Court Administration
Contractor Colorado Judicial Branch
Program Manager Roche

These funds are dedicated from the Colorado State Judicial to be used as match for 410 alcohol countermeasures.

These funds are being used as overall match for the NHTSA federal funds.

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

Evaluation Measure N/A - Match
Funding Source State Funding
Program Area K8 - Alcohol

Cost Summary

Personal Services	\$ 1,500,000.00
Operating Expenses	
Travel	
Contractual Services	
Other (indirects)	
Total	\$ 1,500,000.00
Federal Funds	
Agency Match	\$ 1,500,000.00
Total	\$ 1,500,000.00

PROGRAM TASK DESCRIPTIONS

Safety Education And Enforcement Programs
Speed Enforcement



SPEED ENFORCEMENT

In 2010, there were 448 fatalities on Colorado roadways . Of those, 162, or 36.1%, were speed- related.

Speeding is defined as exceeding posted speed limits, driving too fast for conditions, or racing. Speeding is a dangerous driving behavior and is a component of aggressive driving. Despite progress in other areas, such as increased seat belt use and lower impaired driving deaths, speeding continues to be a major contributing factor in over one-third of traffic fatalities in Colorado.

Efforts and activities include:

- Continued, increased speed-enforcement efforts on I-25, I-225 and I-70 throughout Denver, Pueblo, and Aurora
- Funding the purchase of speed measuring equipment for the CSP to be used in statewide speed enforcement campaigns
- Working with other local law enforcement agencies to improve their speed enforcement projects through a mini grant program
- Enhanced night-time enforcement

PROGRAM TASK DESCRIPTIONS

Speed Enforcement (Continued)

Task Number 13-02-21-01
Program Name Focused Speed Enforcement
Contractor Denver Police Department
Program Manager Peterson

Denver ranks as one of Colorado's counties with the greatest number of fatalities from vehicle crashes. From 2009 to 2011, Denver ranked 3rd highest in the state for crash fatalities. Speeding-related crashes in Denver often occur on its interstate highways. In 2012, there were 16 vehicle crashes that resulted in vehicle occupant fatalities in Denver: five of these (31%) occurred on highways and interstates.

NHTSA research says that targeted enforcement of speeding can result in greater compliance, more uniform speeds, and improved safety. This has already occurred in Denver with grant-related efforts on I-25 and I-70. The Denver Police Department saw interstate fatalities decrease by 40% between 2008 and 2009, and by 40% again between 2009 and 2010. In 2011, Denver had only one interstate fatality that was due to excessive speed.

This project addresses measures:

- C-2. Reduce the number of serious injuries in traffic crashes
- C-6. Reduce the number of speeding-related fatalities

Evaluation Measure # of speed-enforcement events, # of citations issued and crashes, # of injuries and fatalities
Funding Source 402
Program Area SE - Speed Enforcement

Cost Summary

Personal Services	\$	50,000.00
Operating Expenses	\$	25,000.00
Travel		
Contractual Services		
Other (indirects)		
Total	\$	75,000.00
Federal Funds	\$	75,000.00
Agency Match	\$	24,500.00
Total	\$	99,500.00
Local Benefit	\$	75,000.00

PROGRAM TASK DESCRIPTIONS

Speed Enforcement (Continued)

Task Number 13-02-21-02
Program Name Aurora Highway Safety Campaign
Contractor Aurora Police Department
Program Manager Peterson

Speed was a factor in over 50% of the motor vehicle crashes in Aurora in 2011. The Aurora Police Department will utilize funding for overtime speed-enforcement activities that will focus on concentrated, repetitive, high-visibility speed enforcement. This enforcement will occur on highly travelled roadways identified as being over-represented in speed-related crashes. The primary goal of this project is to reduce the number of crashes, injuries, and fatalities in crashes where speed is a factor.

This project addresses measures:

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

Evaluation Measure # of speed-enforcement events, # of citations issued and crashes, # of injuries and fatalities
Funding Source 402
Program Area SE - Speed Enforcement

Cost Summary

Personal Services	\$	54,000.00
Operating Expenses	\$	6,000.00
Travel		
Contractual Services		
Other (indirects)		
Total	\$	60,000.00
Federal Funds	\$	60,000.00
Agency Match	\$	15,000.00
Total	\$	75,000.00
Local Benefit	\$	60,000.00

PROGRAM TASK DESCRIPTIONS

Speed Enforcement (Continued)

Task Number 13-02-21-03
Program Name Light Detection and Ranging (LIDAR)
Contractor Colorado State Patrol (CSP)
Program Manager Peterson

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

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

This project addresses measures:

- C-1. Reduce the number of traffic fatalities
- C-2. Reduce the number of serious injuries in traffic crashes
- C-6. Reduce the number of speed-related fatalities

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

Cost Summary

Personal Services		
Operating Expenses	\$	75,000.00
Travel		
Contractual Services		
Other (indirects)		
Total	\$	75,000.00
Federal Funds	\$	75,000.00
Agency Match	\$	24,500.00
Total	\$	99,500.00
Local Benefit	\$	75,000.00

PROGRAM TASK DESCRIPTIONS

Speed Enforcement (Continued)

Task Number 13-02-21-04
Program Name Speed Mini Grants
Contractor Colorado Law Enforcement Agencies
Program Manager Peterson

The Highway Safety Office (HSO) is offering law enforcement agencies the opportunity to apply for Speed Enforcement Mini Grants to help support upgraded or additional speed equipment and enforcement efforts in FY2013. HSO will require the agencies selected to focus on at least one night-time speed enforcement element that addresses other violations encountered, such as DUI and failure to use safety belts. Selected law enforcement agencies will be required to report on their progress on speed enforcement control and enforcement activities using the period before CDOT funding as a baseline. Agencies will be eligible to apply for mini grants up to \$4,950.00

This project addresses measures:

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

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

Cost Summary

Personal Services	\$	12,500.00
Operating Expenses	\$	12,500.00
Travel		
Contractual Services		
Other (indirects)		
Total	\$	25,000.00
Federal Funds	\$	25,000.00
Agency Match		
Total	\$	25,000.00
Local Benefit	\$	25,000.00

PROGRAM TASK DESCRIPTIONS

Speed Enforcement (Continued)

Task Number 13-02-21-05
Program Name A Step Toward Reducing Traffic Fatalities
Contractor Pueblo Police Department (PPD)
Program Manager Peterson

Over a 2 year period in Pueblo County, there were 28 crashes resulting in 30 fatalities. Of the 28 crashes, speed was a factor in 6. The goal of the PPD is to decrease the number of speed-related traffic fatalities and crashes occurring in Pueblo. The PPD will accomplish this by increasing speed-related enforcement activities.

This project addresses measures:

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

Evaluation Measure # of speed citations
Funding Source 402
Program Area SE - Speed Enforcement

Cost Summary

Personal Services	\$	2,430.00
Operating Expenses	\$	12,570.00
Travel		
Contractual Services		
Other (indirects)		
Total	\$	15,000.00
Federal Funds	\$	15,000.00
Agency Match	\$	3,750.00
Total	\$	18,750.00
Local Benefit	\$	15,000.00

PROGRAM TASK DESCRIPTIONS

Speed Enforcement (Continued)

Task Number	13-02-21-06
Program Name	Speed and Safety Grant
Contractor	Thornton Police Department
Program Manager	Peterson

The City of Thornton has identified a combination of violations that contribute to aggressive driving in their community. These factors include speeding, following too closely, unsafe lane changes, and running red lights. Thornton statistics show that, of the over 13,000 citations issued to date, nearly 30% of the drivers ticketed were speeding. Additionally, 10 miles of the 349 total miles of roadway in Thornton are on Interstate 25 where research has determined that 158,000 vehicles pass through each day.

Using this information, Thornton has determined that 75,000 vehicles each day are deposited onto arterial roadways leading into the City of Thornton where many speeding violations occur. The rate of speed-related fatalities has increased from 33% to 60% to date on the I-25 portion that Thornton patrols. The City of Thornton will aggressively enforce speeding violations through enhanced enforcement.

This project addresses measures:

- C-2. Number of serious injuries in traffic crashes
- C-6. Number of speeding-related fatalities

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

Cost Summary

Personal Services	\$	23,000.00
Operating Expenses	\$	7,000.00
Travel		
Contractual Services		
Other (indirects)		
Total	\$	30,000.00
Federal Funds	\$	30,000.00
Agency Match	\$	7,500.00
Total	\$	37,500.00
Local Benefit	\$	30,000.00

PROGRAM TASK DESCRIPTIONS

Safety Education And Enforcement Programs
Traffic Records



TRAFFIC RECORDS

CDOT uses traffic records to develop engineering and enforcement solutions, promote education, and apply for funding to improve roadway safety. Problem identification, efficient allocation of resources, and measuring results all depend on available and accurate data.

The CDOT Problem Identification Report project forms part of the foundation determining project priorities, calculating funding, and allocating resources. Motor vehicle crash and driver records are an integral part of the process that binds together the various elements of this foundation. The CDOT Problem Identification Report is fundamental to Traffic and Safety Programs, assuring that CDOT and other agencies are expending resources in the most effective ways.

CDOT is a voting member of the Statewide Traffic Records Advisory Committee (STRAC), a committee formed as part of a federally-sponsored effort to collect, organize, analyze, and utilize all types of information relating to accidents that occur on Colorado roadways. The STRAC is composed of six major state agencies: Human Services, Public Health and Environment, Public Safety, Revenue, Transportation, and Judicial. Its primary function is to help unify and organize Colorado's traffic records.

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

Proposed traffic records projects are evaluated by both CDOT and STRAC. CDOT collects applications from various agencies and presents them to the National Highway Traffic Safety Administration (NHTSA).

Efforts and activities to address Traffic Records will:

- Identify and fulfill user requirements for traffic safety information
- Provide analyses for decision making, policy formulation, and resource allocation
- Establish a multi-agency data dictionary and common standards for data compatibility and comparability
- Effect timely and accurate data collection and transfer among agencies and users
- Develop strategies to consolidate data from disparate sources for analysis and reporting
- Collaborate with State and local agencies to assess the impact of driver behavior on the number and severity of crashes and to effect appropriate countermeasures

PROGRAM TASK DESCRIPTIONS

Traffic Records (Continued)

Task Number 13-04-41-01
Program Name 2013 Problem Identification Report
Contractor Colorado Department of Public Health and Environment
Program Manager Gould

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

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

Cost Summary

Personal Services	
Operating Expenses	
Travel	
Contractual Services	\$ 115,000.00
Other (indirects)	
Total	\$ 115,000.00
Federal Funds	\$ 115,000.00
Agency Match	
Total	\$ 115,000.00

PROGRAM TASK DESCRIPTIONS

Traffic Records (Continued)

Task Number 13-04-41-02
Program Name Annual Report / HSO Publications
Contractor Action Staffing
Program Manager Gould

The contractor will produce the Highway Safety Program Annual Report that summarizes and evaluates the effectiveness of the activities in the 2013 Colorado Integrated Safety Plan and produce the annual Colorado Integrated Safety Plan Report.

The process of developing these reports will incorporate audit processes, graphic design, formatting, data interpretation, report writing, and editing.

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

Cost Summary

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

PROGRAM TASK DESCRIPTIONS

Traffic Records (Continued)

Task Number 13-04-41-03
Program Name Enhancing EMS and Trauma Registry Data
Contractor Colorado Department of Public Health and Environment
Program Manager Marandi

This project will expand, improve, and refine the process of the crash and hospital data linkage projects that originally began in 2001. The program goals are to:

- Develop and maintain comprehensive EMS and Trauma Registries at the Colorado Department of Public Health and Environment (CDPHE) which can be used to successfully contribute health information to the CDOT Traffic Safety Integrated Data Base
- Improve the infrastructure at CDPHE for maintenance and growth of the Registries

This project addresses performance measures:

Timeliness:

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

Year	2006	2007	2008	2009	2010	2011	2012
Goal	60%	70%	80%	90%	95%	95%	95%
Final	45%	64%	73%	73%	71%	70%	75%

Completeness:

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

Integration:

PM 3: Increase the integration of health data with traffic system data, increase the percent of EMS reports or trauma registry/hospital discharge records that mention motor vehicle crashes with traffic accident reports or drivers license data (unable to measure this year; should be pertinent next year).

Evaluation Measure Develop and maintain comprehensive EMS and Trauma Registries, improve the infrastructure at CDPHE for maintenance and growth of the Registries
Funding Source 408
Program Area K9 - Data incentive

Cost Summary

Personal Services	\$	78,826.00
Operating Expenses	\$	2,000.00
Travel		
Contractual Services		
Other (indirects)	\$	15,474.00
Total	\$	96,300.00
Federal Funds	\$	96,300.00
Agency Match	\$	33,500.00
Total	\$	129,800.00

PROGRAM TASK DESCRIPTIONS

Traffic Records (Continued)

Task Number 13-04-41-04
Program Name Traffic Records Technology Transfer
Contractor Safety and Traffic Engineering Branch
Program Manager Marandi

The purpose of this program is to provide funding for two core STRAC members (to be determined based on priority) to attend the 39th International Traffic Records Conference hosted by the National Safety Council and sponsored by NHTSA, the Federal Highway Administration, the Federal Motor Carrier Safety Administration, and the Bureau of Transportation Statistics. This will enable the attendees to:

- Learn the latest safety data collection methods and best practices by DOTs
- Learn how to best utilize more accurate traffic records and highway safety data
- Find out how to plan and participate in a successful Traffic Records Coordinating Committee (TRCC), similar to Colorado's STRAC
- Network with a variety of transportation and highway safety professionals
- Discover how better data can help save lives

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

This project addresses all of the traffic record performance measures as it trains project managers to better handle the changing needs of traffic records.

Evaluation Measure Professional Development
Funding Source 408
Program Area K9 - Data incentive

Cost Summary

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

PROGRAM TASK DESCRIPTIONS

Traffic Records (Continued)

Task Number 13-04-41-05
Program Name CDOTEARS Phase V
Contractor Plus Solutions
Program Manager Marandi

The CDOTEARS Phase V project will:

- Provide easy-to-access, summarized data for multiple Colorado agencies and municipalities
- Provide cost savings in the form of saved hours for both CDOT and participating municipalities
- Automate more of the coding process
- Create a secure interface for providing summarized data to multiple Colorado municipalities
- Implement the publication of certain extract processes to other authenticated agencies in a self-serve, fully-secured process

This project addresses measures:

- Improve the timeliness and accuracy of CDOT Summarized accident data
- Provide easy access to summarized data for other agencies and municipalities

Evaluation Measure Deliver a completed interface to 2 municipalities participating in this process, provide a cost-savings in hours spent by CDOT in creating custom extracts for outside agencies and municipalities, reduce the hours spent by municipal traffic engineering departments attempting to duplicate the CDOT process of summarizing, coding, and analyzing accident reports
Funding Source 408
Program Area K9 - Data incentive

Cost Summary

Personal Services		
Operating Expenses		
Travel		
Contractual Services	\$	48,250.00
Other (indirects)		
Total	\$	48,250.00
Federal Funds	\$	48,250.00
Agency Match	\$	12,260.00
Total	\$	60,510.00

PROGRAM TASK DESCRIPTIONS

Traffic Records (Continued)

Task Number 13-04-41-06
Program Name CDOTEARS Maintenance
Contractor Plus Solutions
Program Manager Marandi

The goals of this program are to:

- Improve the timeliness and accuracy of CDOT summarized accident data
- Provide on-going service and maintenance that occurs as the system at the Motor Vehicle Department changes and affects the CDOT processes
- Response to CDOT requests for service as needed

This project addresses measures:

- Crash/Accessibility - Improve the availability of the statewide crash database by reducing the amount of crash data unavailable to users

Crash/Timeliness

CDOT will measure the difference between DOR load date of crashes and CDOT load date into the CDOT database. This will monitor the regularity of the data flow between DOR and CDOT. CDOT wishes to maintain this difference at less than 1 month. Regular flow between the 2 agencies will aid in assuring the data gets to the users for engineering and safety studies.

Evaluation Measure Respond to any requests within 1 week, respond to any problems/requests within 1 month, disposition of any problems by the end of contract
Funding Source 408
Program Area K9 - Data incentive

Cost Summary

Personal Services		
Operating Expenses		
Travel		
Contractual Services	\$	15,000.00
Other (indirects)		
Total	\$	15,000.00
Federal Funds	\$	15,000.00
Agency Match	\$	4,820.00
Total	\$	19,820.00

PROGRAM TASK DESCRIPTIONS

Traffic Records (Continued)

Task Number 13-04-41-07
Program Name TRAPE Expansion
Contractor Plus Solutions
Program Manager Marandi

Traffic Record Automation Process and Export (TRAPE) is an application that enables a municipality to electronically transport accident data to DOR. By October 2012, TRAPE will be available to all iLeads users in Colorado (8 municipalities). CDOT wants to expand the use of TRAPE to any other municipality that has yet to electronically transfer funds. It will expand TRAPE by marketing to municipalities that do not electronically upload their records. These will fall into two categories:

- Municipalities that have an electronic repository of their data (TRAPE can be mapped to include their data without changes to the application.)
- Municipalities that do not have an electronic repository (TRAPE can be modified to include a data entry interface that will maintain the data and allow it to be transferred to DOR.)

This project addresses measures:

- **CO_PM #11 Crash/Timeliness - Days to Post Crash Report - Average # of days for entering crash reports after receiving reports from law enforcements agencies**
- **DOR/MVD measures this: Calculate the difference between the crash date and the load date into EARS system for 3 months in 2012. Calculate the same 3 months in 2013**

Evaluation Measure Increase electronically submitted applications
Funding Source 408
Program Area K9 - Data incentive

Cost Summary

Personal Services		
Operating Expenses		
Travel		
Contractual Services	\$	51,000.00
Other (indirects)		
Total	\$	51,000.00
Federal Funds	\$	51,000.00
Agency Match	\$	15,325.00
Total	\$	66,325.00

PROGRAM TASK DESCRIPTIONS

Traffic Records (Continued)

Task Number 13-04-41-08
Program Name Arapahoe County E-Citation
Contractor Arapahoe County Sheriff's Office
Program Manager Marandi

The program's goals are to:

- Improve the efficiency of traffic citation data transmission among the Arapahoe County Sheriff's Office, the City of Centennial, Arapahoe County, and the State Traffic Records System. The Sheriff's Office will purchase ten hand held E-Citation units capable of electronically entering and transmitting traffic violation data directly from the site of a traffic stop through entry into the court system records.
- Provide training for ten deputies in the use of the hand held E-Citation devices and program the Records Management System to be mapped to receive and enter the data from the E-Citation system
- Evaluate the efficiency and accuracy of the E-Citation system

This project addresses measures:

- **Improve the timeliness and accuracy of CDOT summarized accident data**
- **Provide easy-to-access summarized data for other agencies and municipalities**

Evaluation Measure Compare the number of electronically issued citations with the number of manually written citations, evaluate missing data elements, average the amount of time required to transfer the data from the Sheriff's Office to County, City, and State traffic record systems

Funding Source 408
Program Area K9 - Data incentive

Cost Summary

Personal Services		
Operating Expenses	\$	48,160.00
Travel		
Contractual Services	\$	41,500.00
Other (indirects)		
Total	\$	89,660.00
Federal Funds	\$	89,660.00
Agency Match	\$	22,415.00
Total	\$	112,075.00

PROGRAM TASK DESCRIPTIONS

Traffic Records (Continued)

Task Number 13-04-41-09
Program Name Aurora Police Department Crash Scanner
Contractor Aurora Police Department
Program Manager Marandi

This program will purchase a three-dimensional scanner with peripheral hardware and software to more accurately and efficiently map crash scenes. Training police officers in the use of this equipment is a component of this project. Input from this scanner will be recorded by computer, increasing the efficiency and accuracy of scene analysis and data for final report processing. The use of this equipment will allow the officers to open roads at crash scenes earlier and minimize the risk of secondary crashes.

This project addresses measures:

- **Improve the timeliness and accuracy of CDOT summarized accident data**
- **Provide easy-to-access summarized data for other agencies and municipalities**
- **Expand and formalize the quality control process for crash data by law enforcement officers using field data collection software**

Evaluation Measure Evaluate the amount of time for scene analysis and closure, evaluate the accuracy of the crash reports, evaluate the level of detail and completeness of the reports generated with the scanner
Funding Source 408
Program Area K9 - Data incentive

Cost Summary

Personal Services		
Operating Expenses		
Capital Equipment	\$	75,000.00
Contractual Services		
Other (indirects)		
Total	\$	75,000.00
Federal Funds	\$	75,000.00
Agency Match	\$	37,016.00
Total	\$	112,016.00

PROGRAM TASK DESCRIPTIONS

Traffic Records (Continued)

Task Number 13-04-41-10
Program Name Greenwood Village E-Citation
Contractor Greenwood Village Police Department
Program Manager Marandi

The goals of the E-Ticket Technology program are to:

- Improve the efficiency of traffic citation data transmission among the Police Department, the City of Greenwood Village, Arapahoe County, and the State Traffic Records System (The Police Department wants an E-Citation system capable of electronically entering and transmitting traffic violation data directly from the site of a traffic stop through entry into the court system records.)
- Provide training for police officers in the use of the hand held E-Citation devices and program the Records Management System to be mapped to receive and enter the data from the E-Citation system
- Evaluate the efficiency and accuracy of the E-Citation system

This project addresses measures:

- **Improve the timeliness and accuracy of CDOT summarized accident data**
- **Provide easy-to-access summarized data for other agencies and municipalities**

Evaluation Measure Compare the number of electronically issued citations with the number of manually written citations, evaluate missing data elements, average the amount of time required to transfer the data from the Police Department to City, County, and State traffic record systems
Funding Source 408
Program Area K9 - Data incentive

Cost Summary

Personal Services		
Operating Expenses	\$	93,766.00
Travel		
Contractual Services	\$	23,305.00
Other (indirects)		
Total	\$	117,071.00
Federal Funds	\$	117,071.00
Agency Match	\$	39,023.00
Total	\$	156,094.00

PROGRAM TASK DESCRIPTIONS

Traffic Records (Continued)

Task Number 13-04-41-11
Program Name Lafayette E-Citation
Contractor Lafayette Police Department
Program Manager Marandi

The goals of this program are to:

- Improve the efficiency of traffic citation data transmission among the Police Department, the City of Lafayette, Boulder County, and the State Traffic Records System (The Police Department requires an E-Citation system capable of electronically entering and transmitting traffic violation data directly from the site of a traffic stop through entry into the court system records.)
- Provide training for police officers in the use of the hand held E-Citation devices and program the Records Management System to be mapped to receive and enter the data from the E-Citation system
- Evaluate the efficiency and accuracy of the E-Citation system

This project addresses measures:

- Improve the timeliness and accuracy of CDOT summarized accident data
- Provide easy-to-access summarized data for other agencies and municipalities

Evaluation Measure Compare the number of electronically issued citations with the number of manually written citations, evaluate missing data elements, average the amount of time required to transfer the data from the Police Department to City, County, and State traffic record systems
Funding Source 408
Program Area K9 - Data incentive

Cost Summary

Personal Services		
Operating Expenses	\$	20,100.00
Travel		
Contractual Services		
Other (indirects)		
Total	\$	20,100.00
Federal Funds	\$	20,100.00
Agency Match	\$	6,700.00
Total	\$	26,800.00

PROGRAM TASK DESCRIPTIONS

Traffic Records (Continued)

Task Number 13-04-41-12
Program Name Longmont E-Citation
Contractor Longmont Police Department
Program Manager Marandi

This E-Ticket technology program will:

- Improve the efficiency of traffic citation data transmission among the Longmont Police Department, the City of Longmont, Boulder County, and the State Traffic Records System (The Police Department requires an E-Citation system capable of electronically entering and transmitting traffic violation data directly from the site of a traffic stop through entry into the court system records.)
- Provide training for police officers in the use of the hand held E-Citation devices and program the Records Management System to be mapped to receive and enter the data from the E-Citation system
- Evaluate the efficiency and accuracy of the E-Citation system

This project addresses measures:

- Improve the timeliness and accuracy of CDOT summarized accident data
- Provide easy-to-access summarized data for other agencies and municipalities

Evaluation Measure Compare the number of electronically issued citations with the number of manually written citations, evaluate missing data elements, average the amount of time required to transfer the data from the Police Department to City, County and State traffic record systems

Funding Source 408
Program Area K9 - Data incentive

Cost Summary

Personal Services		
Operating Expenses	\$	29,173.00
Capital Equipment		
Contractual Services	\$	11,000.00
Other (indirects)		
Total	\$	40,173.00
Federal Funds	\$	40,173.00
Agency Match	\$	12,304.00
Total	\$	52,477.00

PROGRAM TASK DESCRIPTIONS

Safety Education And Enforcement Programs
Occupant Protection



OCCUPANT PROTECTION, DISTRACTED DRIVING, AND TEEN DRIVING

The Statewide seat belt usage rate in Colorado has increased from 81.7% in 2008 to 82.9% in 2010. Child safety seat use and seat belt usage for children ages 5-15 has also increased significantly over the past 5 years. While these increases are positive, the Statewide seat belt usage rate is below the national average of 85%, and Colorado remains one of 18 States without a primary seat belt law. Therefore, education and awareness programs strategically targeted to high-risk populations including teens, young males, and pickup truck drivers in rural areas are essential to increasing safety belt use.

Driver inattention is a contributing factor in many crashes, and cell phone use and texting are some of the most common driver distractions. Colorado has a law prohibiting texting for all drivers, and a law prohibiting cell phone use for drivers under 18. However, distracted driving continues to be an emerging traffic safety challenge.

Fatalities among teen drivers have declined 27% since the Graduated Drivers Licensing Law (GDL) was enacted in 2008. However, the likelihood of a teen driver being involved in a crash is still greatest in the first few years of driving.

Based on the CDOT Problem Identification Report and the 2010 Statewide Seat Belt Use Survey, the Highway Safety Office will be focusing on establishing and enhancing Occupant Protection, Child Passenger Safety, Distracted, and Teen Driving programs in several metro area locations including El Paso, Denver, Jefferson, Larimer, Mesa, Arapahoe, and Pueblo counties and in rural areas, and the Southern Ute and Ute Mountain Ute tribes, and numerous state-wide efforts.

Efforts and activities include:

- Providing support to law enforcement to enforce Colorado's seat belt laws during three *Click It or Ticket* high-visibility campaigns including the *Rural*, *May*, and *Night Time* mobilizations
- Providing Occupant Protection, Child Passenger Safety, and Teen Driving education to parents, caregivers, and the general public
- Educating teen drivers and their parents on seat belt use and other teen driving safety issues, including the Graduated Drivers License (GDL) program
- Piloting new and supporting established Distracted Driving awareness, education, and enforcement programs
- Funding programs focusing on diverse populations and involving community organizations to educate adults and children
- Targeting child passenger safety and booster seat usage
- Providing support to rural communities to address low seat belt usage rates

PROGRAM TASK DESCRIPTIONS

Occupant Protection (Continued)

Task Number	13-06-61-01
Program Name	South West Colorado Child and Adolescent Safety
Contractor	Southern Ute Community Action Program (SUCAP)
Program Manager	Erez

In 2011, the seat belt use rate among teens in La Plata County was at 67%. This represents a slight decrease from 69% in 2010. La Plata County now shows the second lowest teen seat belt use in the State, and is lower than the 2011 State average. In 2011 there were 43 injury crashes in the county, and in over half of those the driver was age 16. CDOT's Problem Identification Report showed La Plata County had the eighth lowest rate of observed car seat/booster seat use for children 5-15 among the counties studied, at 78.5%.

SUCAP and its partners will conduct outreach activities that will include checkup events, fit stations, observational surveys, and presentations at schools. The program will focus on teen drivers, child passenger safety, and special healthcare needs seats provision. The program will address at-risk populations in La Plata County and will include Southern Ute tribal members and other Native Americans.

This project addresses measures:

- C-4. Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions
- C-9. Reduce the number of drivers age 20 or younger involved in fatal crashes

Evaluation Measure	Pre/Post observational seat belt surveys at high schools, tracking car seats installed, misuse and evaluation of each fit station's effectiveness
Funding Source	402
Program Area	OP – Occupant Protection

Cost Summary

Personal Services	\$	51,000.00
Operating Expenses	\$	12,500.00
Travel	\$	1,500.00
Contractual Services		
Other (indirects)		
Total	\$	65,000.00
Federal Funds	\$	65,000.00
Agency Match	\$	16,250.00
Total	\$	81,250.00
Local Benefit	\$	65,000.00

PROGRAM TASK DESCRIPTIONS

Occupant Protection (Continued)

Task Number 13-06-61-02
Program Name Child Passenger Safety Team Colorado
Contractor Colorado State Patrol (CSP)
Program Manager Erez

For children, more than half of fatalities would have been prevented if proper restraints were used correctly. In 2011, among children 0-15 years of age, there were 6 fatalities of which 33% were unrestrained. In 2011, children (newborn - 4 years) had a combined front and rear seat restraint usage in all vehicles of 86.5%. This was an increase from previous years; however, this number has remained stable for the last four years. In 2011, the combined front and rear seat belt usage by juveniles (5 - 15 years) was 81.8%, up from 71.3% in 2008. Juveniles riding in pickup trucks still had the lowest usage rate, at 71.8% in 2011.

The CSP program will decrease the number of deaths and injuries to children through a combined education and outreach program designed to increase the correct usage of occupant protection systems in vehicles. The program will support seat belt usage with special emphasis on establishing and maintaining statewide Child Passenger Safety (CPS) fitting stations, education, and national CPS technicians' trainings.

This project addresses measures:

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

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

Evaluation Measure # of seat stations, # of trainings, # of people trained
Funding Source 2011
Program Area K3 – Child Seat Incentive

Cost Summary

Personal Services	\$	10,000.00
Operating Expenses	\$	42,000.00
Travel	\$	13,000.00
Contractual Services	\$	135,000.00
Other (indirects)		
Total	\$	200,000.00
Federal Funds	\$	200,000.00
Agency Match	\$	72,000.00
Total	\$	272,000.00
Local Benefit	\$	200,000.00

PROGRAM TASK DESCRIPTIONS

Occupant Protection (Continued)

Task Number 13-06-61-03
Program Name Motor Vehicle Injury Prevention
Contractor Mesa County Health Department
Program Manager Chase

Motor vehicle crashes are the leading cause of injuries and fatalities among children and young adults in Mesa County. In Mesa County, more than 90% of child restraints inspected by Child Passenger Safety (CPS) technicians were improperly installed. When correctly installed and used, child safety seats reduce the risk of death by up to 71% for infants and 54% for toddlers ages 1-4. The Community Guide to Preventive Services recommends education and child safety seat distribution programs as a best practice to increase use and improve the correct use of child restraints. Health Educators in Mesa County will:

- Distribute community-wide information/education through *Teach Your Teen to Drive* programs
- Promote seat belt use in Mesa County high schools through teen-led activities
- Implement and track parent participation

This project addresses measures:

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

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

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

Evaluation Measure # of safety seats inspected and corrected, # of youth programs.
Funding Source 402
Program Area OP- Occupant Protection

Cost Summary

Personal Services	\$	8,000.00
Operating Expenses	\$	7,000.00
Travel	\$	51.00
Contractual Services	\$	12,949.28
Other (indirects)		
Total	\$	28,000.00
Federal Funds	\$	28,000.00
Agency Match	\$	7,000.00
Total	\$	35,000.00
Local Benefit	\$	28,000.00

PROGRAM TASK DESCRIPTIONS

Occupant Protection (Continued)

Task Number 13-06-61-04
Program Name Traffic Safety Initiatives – Mini Grants
Contractor Various Agencies
Program Manager Guerrero

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

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

This project addresses measures:

- C-4. Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions
- C-5. Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above
- C-7. Reduce the number of motorcycle fatalities
- C-9. Reduce the number of drivers age 20 or younger involved in fatal crashes
- B-1 Increase the observed seat belt use for passenger vehicles

Evaluation Measure # of educational presentations, # of parenting classes
Funding Source 402
Program Area OP - Occupant Protection

Cost Summary

Personal Services	\$	25,000.00
Operating Expenses	\$	25,000.00
Travel		
Contractual Services		
Other (indirects)		
Total	\$	50,000.00
Federal Funds	\$	50,000.00
Agency Match		
Total	\$	50,000.00

PROGRAM TASK DESCRIPTIONS

Occupant Protection (Continued)

Task Number 13-06-61-05
Program Name African-American Occupant Protection
Contractor BurksComm Inc.
Program Manager Erez

In 2011, according to the Colorado State Patrol, 18 African-American drivers and passengers died in traffic crashes, and 15, (83%), of them were unbuckled. Eight of the unbuckled fatalities were under the age of 35, and three were teenagers.

The goal of this project is to educate African-Americans in Denver, Colorado Springs, and Pueblo on the importance of seat belt use and child passenger safety; and to modify behaviors regarding the use of seat belts and car seats. The objectives are to increase community coalitions and relationship-building with community organizations, and increase the use of seat belts and car safety seats. The Montbello Family Health and Eastside Fitting Stations will add a third fitting station in an at-risk populated area at the West Side Denver Health Clinic.

This project addresses measures:

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

Evaluation Measure Pre/Post program observational evaluation, safety presentations, attendees, car seat checks
Funding Source 402
Program Area OP - Occupant Protection

Cost Summary

Personal Services	\$	45,000.00
Operating Expenses	\$	9,000.00
Travel		
Contractual Services	\$	11,000.00
Other (indirects)		
Total	\$	65,000.00
Federal Funds	\$	65,000.00
Agency Match	\$	16,250.00
Total	\$	81,250.00
Local Benefit	\$	65,000.00

PROGRAM TASK DESCRIPTIONS

Occupant Protection (Continued)

Task Number	13-06-61-06
Program Name	Buckle Up For Love/Save a Friend...Save Yourself
Contractor	Denver Osteopathic Foundation
Program Manager	Huddleston

The CDOT Problem Identification Report reported that 10,603 motor vehicle occupants were injured in crashes in 2011. Of these 19% were not restrained. The report identifies that for children, (birth to age 4), car seat and booster seat use was 86.5%. In 2011 juvenile (ages 5-15) seat belt use was 82%. The purpose of this project is to increase car/booster seat and seat belt use by offering the *Buckle Up For Love* program targeting 3rd – 8th grade students, and to increase the number of juveniles, (8-13 years olds), sitting safely buckled up in the back seat by offering the *Save A Friend...Save Yourself* program and targeting Pre-K – 2nd grade students.

Activities for both programs include conducting classroom presentations about child passenger safety and seat belt and safety seat use among teen parents; creating parent newsletters (English/Spanish); making booster seats available to families in need; and providing child passenger safety interactive programs for parents and children, including programs at health fairs and safety events.

This project addresses measures:

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

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

Cost Summary

Personal Services	\$	12,400.00
Operating Expenses	\$	18,000.00
Travel		
Contractual Services	\$	9,600.00
Other (indirects)		
Total	\$	40,000.00
Federal Funds	\$	40,000.00
Agency Match	\$	10,000.00
Total	\$	50,000.00
Local Benefit	\$	40,000.00

PROGRAM TASK DESCRIPTIONS

Occupant Protection (Continued)

Task Number 13-06-61-07
Program Name Assessment of Distracted Driving Survey
Contractor Colorado State University (CSU)
Program Manager Erez

According to NHTSA, in 2009 there were 5,474 fatalities and 448,000 additional injuries nationally that were reported to have involved distracted drivers. Of those people killed, 995 involved cell phones. During the same year, 16% of all fatal crashes and 20% of all injury crashes were due to distracted drivers. The age group with the greatest proportion of distracted drivers was the under-20 demographic.

Given the unreliability of crash data as it relates to distracted driving, CSU will gather distracted driving data. Pre-Mobilization Seat Belt Survey sites will be used and data analyzed to 1) project the number of distracted drivers as a percentage of drivers/vehicles, 2) determine if there is a difference in the frequency of distracted drivers between younger (under 20) and older (over 20) drivers and to identify the nature of the most frequent distractions for the two age groups, 3) collect data on the difference in frequency and the nature of distractions between male and female drivers, and 4) provide a report that will break down the data into useful information that will assist the Highway Safety Office in making decisions and developing educational programs that will serve to reduce the number of crashes caused by distracted driving.

This project addresses measures:

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

Evaluation Measure Completion of survey and corresponding report
Funding Source 402
Program Area OP - Occupant Protection

Cost Summary

Personal Services	\$	32,000.00
Operating Expenses	\$	1,000.00
Travel	\$	5,000.00
Contractual Services	\$	5,000.00
Other (indirects)		
Total	\$	43,000.00
Federal Funds	\$	43,000.00
Agency Match		
Total	\$	43,000.00

PROGRAM TASK DESCRIPTIONS

Occupant Protection (Continued)

Task Number 13-06-61-08
Program Name Occupant Protection Tech Transfer
Contractor TBD
Program Manager Chase

The purpose of Occupant Protection Tech Transfer funds is to provide training, community outreach, and coalition building for the Traffic Safety Education Programs. The funds are also used to send non-CDOT employees to national conferences, such as the 2013 Lifesavers Conference.

This project addresses measures:

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

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

Cost Summary

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

PROGRAM TASK DESCRIPTIONS

Occupant Protection (Continued)

Task Number 13-06-61-09
Program Name Latino Community Seat Belt Safety Program
Contractor Crossroads Turning Points, Inc.
Program Manager Guerrero

The 2010 Census shows that the City of Pueblo's Hispanic population grew 2% to 65,811, which is 41% of the Pueblo population. Hispanic males are at a disproportionate risk of being killed or seriously injured in a motor vehicle crash because they do not wear seat belts. Crossroads Turning Points (CTP) actively reaches out to Pueblo, Las Animas, Huerfano, and Alamosa counties with the primary emphasis on increasing seat belt use and child restraint use.

CTP will address occupant protection of all Latino residents in the counties listed above by promoting proper seat belt and child passenger restraint usage, and by conducting car seat check-up, coalition building, and coordination within the Latino community.

This project addresses measures:

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

Evaluation Measure # of checkup events and seats installed. # of community sessions.
Funding Source 405
Program Area OP - Occupant Protection

Cost Summary

Personal Services	\$	36,600.00
Operating Expenses	\$	14,800.00
Travel	\$	2,600.00
Contractual Services		
Other (indirects)		
Total	\$	54,000.00
Federal Funds	\$	54,000.00
Agency Match	\$	54,000.00
Total	\$	108,000.00

PROGRAM TASK DESCRIPTIONS

Occupant Protection (Continued)

Task Number 13-06-61-10
Program Name Teen Motor Vehicle Safety and Distracted Driving
Contractor Drive Smart Colorado
Program Manager Guerrero

Nationally and locally, distracted driving is a growing concern. According to the Colorado Health Information Dataset (CoHID), in 2010 there were a total of 6 teen motor vehicle fatalities in El Paso and Teller counties. According to the CDOT Problem Identification Report, out of a total of 912 occupants injured in a crash, 4.5% of those involved “distracted/other” driving, and in Teller County, out of the 29 individuals injured in a crash, 4% were caused by “distracted/other” driving.

Data collected during the *High School Challenge* in the fall of 2011 by the El Paso County Sheriff’s Office and the Colorado Springs Police Department showed that 26% of teens were distracted while driving. Drive Smart Colorado will address this problem by implementing a comprehensive *Distracted Driving Educational Campaign* among 20 El Paso and Teller county high schools. Drive Smart’s goal is to reduce the number of serious injuries in traffic crashes among young drivers by 3% by educating young drivers about the risks of distracted driving

This project addresses measures:

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

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

Evaluation Measure # of distracted driving observation checks, # of parent awareness classes
Funding Source 402
Program Area OP - Occupant Protection

Cost Summary

Personal Services	\$	24,000.00
Operating Expenses	\$	17,150.00
Travel	\$	850.00
Contractual Services		
Other (indirects)		
Total	\$	42,000.00
Federal Funds	\$	42,000.00
Agency Match	\$	10,500.00
Total	\$	52,500.00
Local Benefit	\$	42,000.00

PROGRAM TASK DESCRIPTIONS

Occupant Protection (Continued)

Task Number 13-06-61-11
Program Name Click It or Ticket
Contractor Colorado State Patrol (CSP)
Program Manager Chase

Click It or Ticket is the most successful seat belt campaign ever held, helping to create the highest-ever national seat belt use rate of 85% in 2010.

The CSP will provide 6,350 hours of overtime enforcement of Colorado's occupant protection restraint laws during three *Click It or Ticket* enforcement campaigns: *Rural Enforcement*, *May Mobilization*, and *Night Time Enforcement*. The CSP will collaborate and coordinate program activity information with the Public Relations Office of the Colorado Department of Transportation, and coordinate data collection and reporting efforts, including pre- and post-enforcement safety belt usage surveys with staff.

The CSP allocates funding to all of its 19 Troop Offices. The compliance rate in each of those specific areas, and the specific troop goals, determine the amount of allocated funds. Additional enforcement will be conducted year-round in low compliance areas and at peak travel times.

This project addresses measures:

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

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

Evaluation Measure # of citations issued, increase in observed seat belt use
Funding Source 405
Program Area OP- Occupant Protection

Cost Summary

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

PROGRAM TASK DESCRIPTIONS

Occupant Protection (Continued)

Task Number	13-06-61-12
Program Name	Click It or Ticket – Local Law Enforcement
Contractor	Various Agencies - To Be Determined
Program Manager	Chase

Click It or Ticket (CIOT) is the most successful seat belt campaign ever, helping create the highest national seat belt usage rate of 85% for 2010. This year, over 90 law enforcement agencies will participate in the *May Mobilization CIOT* campaign (May 20- June 2, 2013)

The *CIOT* campaign will also include two additional enforcement periods – *Rural Enforcement* and *Night Time Enforcement* (dates to be determined).

With coordination and recruitment by CDOT's Law Enforcement Coordinator, the goal of this project is to encourage all Colorado local law enforcement agencies to aggressively enforce the occupant protection laws through a combination of enforcement, education, and awareness. This project supports overtime enforcement of occupant protection laws at the local level in conjunction with the *Click It or Ticket* high visibility enforcement campaigns.

Agencies request funds through an application process. The funding level for each agency is determined through compliance rates and the agency's potential impact on the State's compliance rate.

This project addresses measures:

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

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

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

Cost Summary

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

PROGRAM TASK DESCRIPTIONS

Occupant Protection (Continued)

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

Drivers between the ages of 15-20 are more likely to die in a motor vehicle crash than any other age group. In 2010, the University of Colorado Hospital evaluated and treated 52 youths between the ages of 16-20 after non-fatal motor vehicle crashes.

The program focuses on area high schools in Denver and Aurora, and educates adolescents about the risks of impaired and distracted driving through a one-day course consisting of medical expert lectures, simulations with law enforcement officers, and role-playing experiences in the Emergency Department, family notification room, and morgue at the University of Colorado Hospital. A hybrid *P.A.R.T.Y. on the Road Program* has also been developed to enable volunteers to reach high school students who aren't able to attend the one day course. This campaign has reached more than 2,000 students.

This project addresses measures:

C-1. Reduce the number of traffic fatalities

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

Evaluation Measure Reduce the number of young driver related crashes, # of pre- and post- surveys completed
Funding Source 402
Program Area OP – Occupant Protection

Cost Summary

Personal Services	\$	7,000.00
Operating Expenses	\$	11,400.00
Travel	\$	600.00
Contractual Services		
Other (indirects)		
Total	\$	19,000.00
Federal Funds	\$	19,000.00
Agency Match	\$	4,750.00
Total	\$	23,750.00
Local Benefit	\$	19,000.00

PROGRAM TASK DESCRIPTIONS

Occupant Protection (Continued)

Task Number	13-06-61-14
Program Name	Occupant Protection Mini Grants
Contractor	Various Agencies – To Be Determined
Program Manager	Erez

Mini grants will make it possible for rural organizations from high-risk counties identified in the CDOT Problem Identification Report to implement occupant protection activities. These activities include purchasing and distributing child safety seats, conducting check-up events, running fit stations by appointment, distributing safety materials, and conducting youth and adult safety classes.

Agencies will be sent information on how to apply for the mini grants. This information will also be posted on the CDOT Safety website. Agencies will be eligible to apply for mini grants up to \$4,950. Costs may include car seat purchases for distribution to low-income families, and costs to host fitting stations or car seat checkup events.

This project addresses measures:

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

Evaluation Measure	# of seats installed, # of fitting stations, # of educational trainings/sessions
Funding Source	402
Program Area	OP - Occupant Protection

Cost Summary

Personal Services	\$	45,000.00
Operating Expenses	\$	20,000.00
Travel		
Contractual Services		
Other (indirects)		
Total	\$	65,000.00
Federal Funds	\$	65,000.00
Agency Match		
Total	\$	65,000.00

PROGRAM TASK DESCRIPTIONS

Occupant Protection (Continued)

Task Number 2013-06-61-15
Program Name Teen Motor Vehicle Safety Program
Contractor Drive Smart EC (DSEC)
Program Manager Erez

According to the CDOT Problem Identification Report, teens in Jefferson County are 30% more likely to be involved in a motor vehicle crash than teens Statewide, resulting in Jefferson County ranking as the 3rd worst in the state.

DSEC will build on last school year's programming using peer-centered coalitions, and will strengthen the infrastructure needed to deliver comprehensive safety programming to four foothills high schools. The project will address the Tween age group (8-14) and young drivers to reduce serious injuries and fatalities in the foothills communities by incorporating comprehensive safety programs in the targeted high schools. Activities will include the *Battle of the Belt* peer-to-peer safety belt contests; positive-reinforcement seat belt checks; creative peer-led activities; and Graduated Drivers Licensing (GDL) trivia games to increase parents' and teens' understanding of GDL Laws. DSEC will effectively engage district leadership in strengthening policies at all 17 Jefferson County High Schools.

This project addresses measures:

- C-2. Reduce the number of serious injuries in traffic crashes
- C-9. Reduce the number of drivers age 20 or younger involved in fatal crashes
- B-1. Increase the observed seat belt use for passenger vehicles

Evaluation Measure Increase seat belt usage rates among young drivers, # of safety programs presented, # of people contacted
Funding Source 402
Program Area OP - Occupant Protection

Cost Summary

Personal Services	\$	12,500.00
Operating Expenses	\$	18,000.00
Travel	\$	500.00
Contractual Services	\$	17,000.00
Other (indirects)		
Total	\$	48,000.00
Federal Funds	\$	48,000.00
Agency Match	\$	12,000.00
Total	\$	60,000.00
Local Benefit	\$	48,000.00

PROGRAM TASK DESCRIPTIONS

Occupant Protection (Continued)

Task Number	13-06-61-16
Program Name	Safe Kids Larimer County CPS Program
Contractor	Poudre Valley Hospital
Program Manager	Erez

Larimer County hospitalization data indicates that motor vehicle crashes account for 161 hospitalizations, or 18%, of all injuries for children from birth to 14 years of age (2007-2011 data). During a similar five-year period, Colorado Health Information Dataset indicates there were 189 injuries that required hospitalization. The CDOT Problem Identification Report indicates there has been a significant decrease in motor vehicle-related injury hospitalizations from 61.5 per 100,000 in 2010, to 47.9 per 100,000 in 2011. Colorado FARS data demonstrates a 40% reduction in motor vehicle fatalities since 2002 due to occupant protection efforts.

The purpose of this project is to further reduce the number of motor vehicle-related injuries and deaths in children, birth to 14 years of age, in Larimer County. Safe Kids Larimer County and partners will distribute 640 car seats, educating a minimum of 550 families on how to use the appropriate restraint for their child. Safe Kids Larimer County and partners will provide 800 car seat consultations at the Poudre Valley Hospital fit station by September 2013.

This project addresses measures:

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

Evaluation Measure	# of seats distributed and installed, knowledge gain through survey, decrease in misuse installations
Funding Source	2011
Program Area	K3 – Child Seat Incentive

Cost Summary

Personal Services	\$	10,000.00
Operating Expenses	\$	17,000.00
Travel	\$	1,000.00
Contractual Services	\$	34,000.00
Other (indirects)		
Total	\$	62,000.00
Federal Funds	\$	62,000.00
Agency Match	\$	22,500.00
Total	\$	84,500.00
Local Benefit	\$	62,000.00

PROGRAM TASK DESCRIPTIONS

Occupant Protection (Continued)

Task Number 13-06-61-17
Program Name Seat Belt Survey
Contractor Colorado State University (CSU)
Program Manager Erez

CSU will continue to conduct annual observational surveys of seat belt usage in Colorado. The studies will be conducted throughout Colorado on roadways using traffic observers. The observers will count the number of front seat occupants of non-commercial passenger vehicles (cars and light trucks) and record the numbers who are wearing seat belts.

The annual surveys include: the State of Colorado Pre-mobilization Seat Belt Survey for a cost of \$10,000; the State of Colorado Statewide Seat Belt Survey for a cost of \$113,000; the State of Colorado Teen Seat Belt Survey for a cost of \$62,000; and the State of Colorado Child Safety Restraint System and Juvenile Seat Belt Survey for a cost of \$15,000. Funds will also be used to develop, design, and implement the new NHTSA survey methodology.

This project addresses measures:

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

Evaluation Measure Completion of seat belt surveys and reports
Funding Source 402
Program Area OP – Occupant Protection

Cost Summary

Personal Services	\$	35,000.00
Operating Expenses	\$	45,000.00
Travel		
Contractual Services	\$	170,000.00
Other (indirects)		
Total	\$	250,000.00
Federal Funds	\$	250,000.00
Agency Match		
Total	\$	250,000.00

PROGRAM TASK DESCRIPTIONS

Occupant Protection (Continued)

Task Number 13-06-61-18
Program Name Reducing Restraint Use Disparities in Jefferson County
Contractor Jefferson County Public Health
Program Manager Erez

Seat belt surveys from April and May 2012 reveal a disparity between Head Start families' restraint use and the averages for Jefferson County. The average use rate in Jefferson County is 85%, while surveys at two Head Start sites show use rates of 59% and 64%.

The purpose of this project is to increase restraint usage among Head Start families through education, activities, and incentives. At each site, occupant protection education to parent groups will be offered and will provide decision makers with site-specific baseline data to determine further activities to decrease restraint-usage disparities.

This project addresses measures:

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

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

Evaluation Measure Knowledge gained through pre- and post-surveys, increase in restraint usage, decrease in misuse installations
Funding Source 402
Program Area OP - Occupant Protection

Cost Summary

Personal Services	\$	40,000.00
Operating Expenses	\$	10,000.00
Travel		
Contractual Services		
Other (indirects)		
Total	\$	50,000.00
Federal Funds	\$	50,000.00
Agency Match	\$	12,500.00
Total	\$	62,500.00
Local Benefit	\$	50,000.00

PROGRAM TASK DESCRIPTIONS

Occupant Protection (Continued)

Task Number 13-06-61-19
Program Name Aurora Child Passenger Safety Campaign
Contractor Aurora Police Department
Program Manager Erez

Proper child passenger restraint use in vehicles has been identified as a challenge in Aurora. Historically, traffic officers conducted enforcement stops on vehicles and issued a summons for child passenger safety violation. The driver was then allowed to leave with no immediate fix for the violation that initiated the contact.

The purpose of this project is to increase the number of child safety seats being properly used; reduce injuries to children in motor vehicle accidents; and educate the motoring public about the consequences of not properly restraining children in motor vehicles.

This project addresses measures:

- C-2. Reduce the number of serious injuries in traffic crashes
- C-4. Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions
- B-1. Increase the observed seat belt use for passenger vehicles

Evaluation Measure Decline in CPS violations, # of car seats distributed
Funding Source 2011
Program Area K3 – Child Seat Incentive

Cost Summary

Personal Services	\$	44,500.00
Operating Expenses	\$	1,500.00
Travel		
Contractual Services		
Other (indirects)		
Total	\$	46,000.00
Federal Funds	\$	46,000.00
Agency Match	\$	16,500.00
Total	\$	62,500.00
Local Benefit	\$	46,000.00

PROGRAM TASK DESCRIPTIONS

Occupant Protection (Continued)

Task Number	13-06-61-20
Program Name	CPS Program Expansion to the Underserved
Contractor	Drive Smart EC
Program Manager	Erez

Sixty-eight children, ages newborn to 14 years, were injured in motor vehicle crashes in Jefferson County from 2006-2009 (Colorado Health Information Dataset). Over 80 % of these children were above the age of 5. While child restraint systems are often used incorrectly and the risk factors for injury to child passengers are well known, these results confirm that the target demographic trend is the Tween age group (ages 8 to 14).

This project's purpose is to reduce the number of injuries and fatalities suffered by motor vehicle occupants ages newborn to 15 years old. The program will deliver *Buckle Bear* presentations to foothills children and expand the program to Head Start Program preschool students across Jefferson, Clear Creek, and Park counties.

This project addresses measures:

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

Evaluation Measure	# of car seats checked and distributed, # of presentations
Funding Source	2011
Program Area	K3 - Child Seat Incentive

Cost Summary

Personal Services	\$	11,000.00
Operating Expenses	\$	21,000.00
Travel		
Contractual Services	\$	28,000.00
Other (indirects)		
Total	\$	60,000.00
Federal Funds	\$	60,000.00
Agency Match	\$	21,600.00
Total	\$	81,600.00
Local Benefit	\$	60,000.00

PROGRAM TASK DESCRIPTIONS

Occupant Protection (Continued)

Task Number 13-06-61-21
Program Name Teen Traffic Campaign
Contractor Mile High Regional Emergency Trauma Advisory Council (MHRETAC)
Program Manager Peterson

The risk of motor vehicle crashes is higher among 16 to 19 year olds than among any other age group. Teen drivers ages 16 to 19 are four times more likely than older drivers to be in a crash. Among the factors contributing to increased crash risks among teens are inexperience, risk-taking behaviors such as speeding, driving while under the influence of alcohol or drugs, underestimating dangers in hazardous situations, and the impact of driver distractions.

As part of the mission of MHRETAC, members will implement educational countermeasures in high schools based on a peer-to-peer challenge to decrease these devastating losses by heightening awareness of the damage that lack of safety and risky behavior can cause.

This project addresses measures:

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

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

Cost Summary

Personal Services		
Operating Expenses	\$	11,800.00
Travel	\$	2,000.00
Contractual Services	\$	38,200.00
Other (indirects)		
Total	\$	52,000.00
Federal Funds	\$	52,000.00
Agency Match	\$	13,000.00
Total	\$	65,000.00
Local Benefit	\$	52,000.00

PROGRAM TASK DESCRIPTIONS

Occupant Protection (Continued)

Task Number	13-06-61-22
Program Name	Teen Motor Vehicle Safety Project
Contractor	Crossroads' Turning Points. (CTP)
Program Manager	Guerrero

Motor vehicle crashes and fatalities in Pueblo continue to happen at a high rate. The Pueblo City and County Health Department began efforts to address the need for ongoing motor vehicle safety for teen drivers, and now CTP will continue this program by providing *Teaching Your Teen to Drive* classes and offering classes to parents of teens to empower and educate parents on how to work with their teens, help them become safer drivers, and teach them about the Graduated Drivers Licensing laws (GDL).

In addition, CTP will continue providing classes for teens (ages 15-19), called *Teens Driving Safer*, which include *Driver's Education/Rules of the Road, Safety, and Mechanics of the Car*, to make teens safer drivers and less willing to take risks.

This project addresses measures:

- C-1. Reduce the number of traffic fatalities
- C-2. Reduce the number of serious injuries in traffic crashes
- C-9. Reduce the number of drivers age 20 or younger involved in fatal crashes

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

Cost Summary

Personal Services	\$	20,200.00
Operating Expenses	\$	10,800.00
Travel	\$	200.00
Contractual Services	\$	10,800.00
Other (indirects)		
Total	\$	42,000.00
Federal Funds	\$	42,000.00
Agency Match	\$	10,500.00
Total	\$	52,500.00
Local Benefit	\$	42,000.00

PROGRAM TASK DESCRIPTIONS

Occupant Protection (Continued)

Task Number 13-06-61-23
Program Name Children's Hospital Colorado - Child Passenger Safety Project
Contractor The Children's Hospital Association
Program Manager Erez

The CDOT Problem Identification Report highlights the importance of targeting the children who live in Children's Hospital Colorado's local community. Child and/or youth occupant protection were listed as primary challenges for both Adams and Arapahoe counties. According to that report, only 58% of children ages birth to 4 were restrained in Arapahoe County, and only 60% of juveniles ages 5-15 were restrained in Adams County.

The project will also focus on Children with Special Health Care Needs (CSHCN). There are an estimated 162,000 CSHCN between the ages of 1 and 14 in Colorado. Parents and medical personnel have limited awareness and knowledge to properly assist these children with special safety restraints. The project's activities will include increasing the hours of Children's Hospital Colorado's fit station operation, providing training to staff members to strengthen knowledge surrounding CSHCN needs and on how to evaluate CSHCN for specialized restraints, and providing 200 families with Special Needs Restraints (SNR) for temporary use.

This project addresses measures:

- C-1. Reduce the number of traffic fatalities
- C-2. Reduce the number of serious injuries in traffic crashes
- C-4. Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions

Evaluation Measure # of fitting station hours held, pre/post questionnaires, # of families assisted
Funding Source 402
Program Area OP - Occupant Protection

Cost Summary

Personal Services	\$	22,000.00
Operating Expenses	\$	12,000.00
Travel		
Contractual Services	\$	15,000.00
Other (indirects)	\$	4,000.00
Total	\$	53,000.00
Federal Funds	\$	53,000.00
Agency Match	\$	13,250.00
Total	\$	66,250.00
Local Benefit	\$	53,000.00

PROGRAM TASK DESCRIPTIONS

Occupant Protection (Continued)

Task Number 13-06-61-24
Program Name Child Protection Safety Program
Contractor Ute Mountain Ute
Program Manager Erez

A visual survey was completed at the Head Start location for the Ute Mountain Ute Tribe in September, 2010. Of the 214 people observed, only 28 of the drivers and 41 of the passengers were using restraints. In October 2011, 95 people were observed, of which 13 drivers and 8 passengers were using seat belts or other restraints.

Activities for this project include providing parents on the Ute Mountain Ute Reservation with adequate child safety restraints; providing training and education to parents in the proper installation and use of child safety restraints; focusing on interventions to promote use of child safety units; and promoting the use of safety belts.

This project addresses measures:

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

Evaluation Measure # of seats installed, # of checkup events
Funding Source 402
Program Area OP - Occupant Protection

Cost Summary

Personal Services	\$	20,000.00
Operating Expenses	\$	9,400.00
Travel	\$	600.00
Contractual Services		
Other (indirects)		
Total	\$	30,000.00
Federal Funds	\$	30,000.00
Agency Match	\$	7,500.00
Total	\$	37,500.00
Local Benefit	\$	30,000.00

PROGRAM TASK DESCRIPTIONS

Occupant Protection (Continued)

Task Number 13-06-61-25
Program Name Seat Belts 101
Contractor Just Say Know, Inc.
Program Manager Guerrero

Denver has approximately 70,000 college students attending Metropolitan College of Denver, the University of Denver, Community College of Denver, and the University of Colorado at Denver, all within a 10 minute driving radius of each other. Seat belt compliance among college students is a challenge and this project will target these colleges to determine the baseline percentage for student seat belt compliance and will strive to improve that compliance.

Just Say Know will conduct surveys of young drivers; establish community resources and local partnerships; establish campaign locations, dates and times; conduct pre-observations at campaign locations; implement campaign activities; and conduct post-observations.

This project addresses measures:

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

Evaluation Measure # of observational surveys, # of campaigns
Funding Source 402
Program Area OP - Occupant Protection

Cost Summary

Personal Services		
Operating Expenses	\$	10,750.00
Travel	\$	650.00
Contractual Services	\$	28,600.00
Other (indirects)		
Total	\$	40,000.00
Federal Funds	\$	40,000.00
Agency Match	\$	10,000.00
Total	\$	50,000.00
Local Benefit	\$	40,000.00

PROGRAM TASK DESCRIPTIONS

Occupant Protection (Continued)

Task Number 13-06-61-26
Program Name Lead the Click
Contractor City of Woodland Park
Program Manager Guerrero

Teller County is a rural, central-mountain community located fifteen miles west of Colorado Springs, with a population of 23,356. Based on youth low seat belt use rates, inexperience, and a lack of perceived risk of riding with someone under the influence, this project will focus on seat belt safety for young drivers and parents. This will be accomplished through collaborative work with the Woodland Park High School Drive Smart program, the Woodland Park Police Department., Driver Safety Consultants, and the Teller County Clicks/ Drive Smart Colorado Group.

This project will conduct a seat belt observation at the beginning, middle, and end of the 2012-13 school year, and will present parent education classes teaching about the Graduated Drivers Licensing laws (GDL).

This project addresses measures:

- C-2. Reduce the number of serious injuries in traffic crashes
- C-9. Reduce the number of drivers age 20 or younger involved in fatal crashes
- B-1. Increase the observed seat belt use for passenger vehicles

Evaluation Measure # of seat belt observations, # of presentations
Funding Source 402
Program Area OP - Occupant Protection

Cost Summary

Personal Services	\$	14,100.00
Operating Expenses	\$	13,000.00
Travel		
Contractual Services	\$	900.00
Other (indirects)		
Total	\$	28,000.00
Federal Funds	\$	28,000.00
Agency Match	\$	7,000.00
Total	\$	35,000.00
Local Benefit	\$	28,000.00

PROGRAM TASK DESCRIPTIONS

Occupant Protection (Continued)

Task Number 13-06-61-27
Program Name Distracted Driver Campaign
Contractor Aurora Police Department
Program Manager Guerrero

From October 2011 through April 2012, 10 officers from the Aurora Police Department began tracking crashes to determine the number of crashes caused by distracted drivers. During this period, 9,480 summonses were issued in which 1,020, or 11%, were documented as distracted driving. The majority of those summonses were for speeding, and distraction was identified during the contact. Distracted driving behaviors include speeding, red light running, failing to maintain their lane, obstructing traffic, committing right-of-way violations, and following too closely.

This project will provide additional resources to focus on these dangerous driving behaviors during rush hour on major arterials and in school zones, focusing on distracted drivers and educating the motoring public during contact. This project will begin with a media campaign to inform the public of this enforcement operation, and the Aurora PD will partner with school resource officers to educate students.

This project addresses measures:

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

Evaluation Measure # of contacts, warnings, and summonses issued
Funding Source 402
Program Area OP - Occupant Protection

Cost Summary

Personal Services	\$	35,000.00
Operating Expenses	\$	3,000.00
Travel		
Contractual Services		
Other (indirects)		
Total	\$	38,000.00
Federal Funds	\$	38,000.00
Agency Match	\$	9,500.00
Total	\$	47,500.00
Local Benefit	\$	38,000.00

PROGRAM TASK DESCRIPTIONS

Occupant Protection (Continued)

Task Number 13-06-61-28
Program Name Decrease Distracted Driving Among College Students
Contractor BACCHUS Network
Program Manager Guerrero

Distracted driving is a health and safety issue for college students ages 18-24. NHTSA reports that 17% of all reported crashes involve distracted driving leading to fatalities and injuries each year. This project will focus on El Paso, Denver, and Boulder counties, 3 of the 18 counties which have the highest number of distracted-driving-related fatalities.

This project will develop education, awareness, and intervention skill-building activities, and will partner with community and law enforcement to prevent distracted driving among students. In addition to increasing awareness and strengthening campus/community partnerships and collaboration, this project will implement the *STEP UP!* bystander intervention program among the students so they can intervene with their peers in potential distracted driving situations.

This project addresses measures:

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

Evaluation Measure # of *Step Up!* presentations, # of attendees, # of surveys
Funding Source 402
Program Area OP - Occupant Protection

Cost Summary

Personal Services	\$	24,621.00
Operating Expenses	\$	24,941.00
Travel	\$	3,088.00
Contractual Services	\$	7,350.00
Other (indirects)		
Total	\$	60,000.00
Federal Funds	\$	60,000.00
Agency Match	\$	15,000.00
Total	\$	75,000.00
Local Benefit	\$	60,000.00

PROGRAM TASK DESCRIPTIONS

Safety Education And Enforcement Programs
Motorcycle Safety and Motorcycle Operator
Safety Training (MOST)



MOTORCYCLE SAFETY PROGRAM

In Colorado in 2010 there were 82 motorcycle fatalities, a 17% reduction from the number of motorcycle fatalities in 2008. The Highway Safety Office (HSO) will continue efforts to educate motorcyclists on the need for proper training, licensing, riding sober, and the use of protective gear. HSO will also continue to educate the motoring public on the importance of motorcyclist awareness.

Efforts and activities to address Motorcycle Safety include:

- Administering the Motorcycle Operator Safety Training (MOST) Program
- Educating motorcyclists about the dangers of impaired riding
- Continuing efforts to build partnerships with community coalitions and motorcycle organizations to develop outreach programs that focus on motorcycle safety issues
- Conducting media events in conjunction with the CSP and other stakeholders to promote motorcycle training classes, especially for age groups over-represented by motorcycle crashes and fatalities
- Continuing to promote the *Live to Ride* motorist awareness program

PROGRAM TASK DESCRIPTIONS

Motorcycle Safety (Continued)

Task Number 13-07-71-01
Program Name Motorcycle Operator Safety Training (MOST)
Contractor MOST Vendors
Program Manager Davis

These funds are dedicated from CDOT and are used as match for 402 State and Community Highway Safety Program funds.

During FY 2013, the Highway Safety Office will continue the statewide motorcycle rider education program that was established by statute in 1990. The program is funded through a \$2 surcharge on motorcycle driver's license endorsements and a \$4 surcharge on motorcycle license registrations. The program trains approximately 10,000 students per year through vendors at training sites statewide.

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

Evaluation Measure N/A - Match
Funding Source State Funds
Program Area MC - Motorcycle Safety

Cost Summary

Personal Services	\$	124,644.00
Operating Expenses		
Travel		
Contractual Services	\$	706,318.00
Other (indirects)		
Total	\$	830,962.00
Federal Funds		
Agency Match	\$	830,962.00
Total	\$	830,962.00

PROGRAM TASK DESCRIPTIONS

Motorcycle Safety (Continued)

Task Number 13-07-71-02
Program Name Mobile Training for Underserved Colorado Counties
Contractor ABATE of Colorado
Program Manager Peterson

In 2011, 18% of all motor vehicles fatalities involved motorcyclists. According to a state survey, there are 21 counties in Colorado where it is at least 50 miles to any motorcycle rider training provider, making training neither accessible nor affordable to a large area of Colorado. This program will address the lack of training available in underserved areas of the State by providing training opportunities through use of a mobile training unit.

This project addresses measures:

C-7. Reduce the number of motorcyclist fatalities

Evaluation Measure # of students
Funding Source 402
Program Area MC – Motorcycle Safety

Cost Summary

Personal Services	\$	11,040.00
Operating Expenses	\$	6,210.00
Travel	\$	4,140.00
Contractual Services	\$	
Other (indirects)	\$	53,610.00
Total	\$	75,000.00
Federal Funds	\$	75,000.00
Agency Match	\$	18,750.00
Total	\$	93,750.00
Local Benefit	\$	75,000.00

PROGRAM TASK DESCRIPTIONS

Motorcycle Safety (Continued)

Task Number 13-07-71-03
Program Name Jefferson County Motorcycle Rider Safety Education
Contractor Drive Smart Evergreen/Conifer
Program Manager Peterson

Jefferson County historically ranks high in the number of motorcycle crashes and fatalities. Motorcyclists gather in and around taverns located in the foothills communities of Morrison, Evergreen, and Conifer from spring to fall. Drive Smart Evergreen/Conifer will continue to offer the *Project Green-Yellow-Red*, *Free to Ride*, *Free to Choose*, and *A Campaign to Reduce Impaired Motorcycle Riding* projects to area taverns. These projects allow riders who have had too much to drink to leave their bikes safely at the bars and take alternative transportation home.

This project addresses measures:

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

Evaluation Measure # of motorcycle injuries, crashes, and fatalities, # of events, # of program participants
Funding Source 402
Program Area MC - Motorcycle Safety

Cost Summary

Personal Services	\$	10,400.00
Operating Expenses	\$	21,200.00
Travel	\$	800.00
Contractual Services	\$	7,600.00
Other (indirects)		
Total	\$	40,000.00
Federal Funds	\$	40,000.00
Agency Match	\$	10,000.00
Total	\$	50,000.00
Local Benefit	\$	40,000.00

PROGRAM TASK DESCRIPTIONS

Motorcycle Safety (Continued)

Task Number 13-07-71-04
Program Name Operation Save a Life
Contractor ABATE of Colorado
Program Manager Peterson

ABATE of Colorado has developed the *Operation Save a Life* program, with a goal to reduce crashes involving motorcyclists. This program is an effort to make motorists more aware of motorcycles. Included in this program is a *Bystander Assistance Class* which has been developed by Accident Scene Management Inc. ABATE is also partnering with the Highway Safety Office to effect change in the number of licensed riders through rider education and through promotional materials that stress the importance of training, riding sober, and proper licensing.

This project addresses measures:

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

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

Cost Summary

Personal Services	\$	12,250.00
Operating Expenses	\$	20,650.00
Travel	\$	350.00
Contractual Services	\$	1,750.00
Other (indirects)		
Total	\$	35,000.00
Federal Funds	\$	35,000.00
Agency Match	\$	8,750.00
Total	\$	43,750.00
Local Benefit	\$	35,000.00

PROGRAM TASK DESCRIPTIONS

Safety Education And Enforcement Programs
Public Relations



PUBLIC RELATIONS

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

CDOT's Public Relations Office (PRO) supports the Highway Safety Office and its grantees and partners with specialized assistance related to projects addressing occupant protection and impaired driving education and outreach. The PRO conducts the high-visibility aspect of enforcement campaigns aimed at reducing fatalities, including the *Click It or Ticket* seat belt campaign and the *Heat Is On* impaired driving campaign.

Other Public Relations programs encompass teen driving, child passenger safety, motorcycle safety, and work zone safety. The projects included in the Public Relations section of the ISP were chosen based on problem identification and requests from the Highway Safety Office.

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

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

PROGRAM TASK DESCRIPTIONS

Public Relations (Continued)

Task Number	13-08-81-01
Program Name	High-Visibility DUI Enforcement – PR/Evaluation
Contractor	Communications Infrastructure Group & National Research Center
Program Manager	Halpape

In 2011, 41% of traffic fatalities in Colorado were alcohol-related, killing 185 people. This is a 19% increase over 2010. This project conducts the high-visibility portion of the *Heat Is On* DUI enforcement campaign, which is critical for its success in reducing alcohol-related fatalities and injuries. This project includes public relations awareness and education activities for the *Heat Is On*, the national DUI crackdown, and *DUI Checkpoint Colorado*. This project also includes costs to evaluate public attitudes about drunk driving and awareness of the campaigns.

This project addresses measures:

- C-1. Reduce the number of traffic fatalities
- C-2. Reduce the number of serious injuries in traffic crashes
- C-3. Reduce the fatalities per Vehicle Miles Traveled (VMT)
- C-5. Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above
- S-1. Conduct driver attitude and awareness survey of Highway Safety enforcement and communications activities, and self-reported driving behavior

Evaluation Measure	Increase in public awareness
Funding Source	410
Program Area	K8PM – Public Relations

Cost Summary

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

PROGRAM TASK DESCRIPTIONS

Public Relations (Continued)

Task Number	13-08-81-02
Program Name	High-Visibility DUI Enforcement – Paid Media
Contractor	Explore Communications
Program Manager	Halpape

In 2011, 41% of traffic fatalities in Colorado were alcohol-related, killing 185 people. Proactive media campaigns have proven to be critical in informing the public about Colorado DUI laws and enforcement to help reduce alcohol-related fatalities. This project conducts the paid media portion of the high-visibility *Heat Is On* DUI enforcement campaign, as well as *DUI Checkpoint Colorado* and the national DUI crackdown. This project includes costs for media consultant planning and paid media buys.

This project addresses measures:

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

Evaluation Measure	Increase in public awareness, maximize buy with “added value”, gathering and analyzing ratings and impressions
Funding Source	410
Program Area	K8PM – Public Relations

Cost Summary

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

PROGRAM TASK DESCRIPTIONS

Public Relations (Continued)

Task Number 13-08-81-03
Program Name High-Visibility DUI Enforcement – Latino PR
Contractor Hispanidad
Program Manager Halpape

In 2011, 41% of traffic fatalities in Colorado were alcohol-related, killing 185 people. Of those killed, 25% were Hispanic, despite representing only 20% of the state's population. This project executes the public relations and media portion of the high-visibility DUI enforcement campaigns, as well as community outreach with Colorado's Spanish-speaking residents and the Spanish-speaking media.

This project addresses measures:

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

Evaluation Measure Increase in public awareness, # of earned media stories placed in Spanish media outlets
Funding Source 410
Program Area K8PM – Public Relations

Cost Summary

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

PROGRAM TASK DESCRIPTIONS

Public Relations (Continued)

Task Number 13-08-81-04
Program Name Motorcycle Safety
Contractor Amelie Company
Program Manager Halpape

In 2011, 78 motorcycle riders and passengers were killed in traffic crashes in Colorado, which represented 17% of all traffic fatalities. This project includes the execution of the *Live to Ride* campaign, which educates motorcycle riders about the importance of getting training, wearing proper gear, and riding sober. It also educates motorists to watch for motorcycles. Elements include public and media relations tactics, development and distribution of collateral materials, maintenance of www.comotorcyclesafety.com, and paid media.

This project addresses measures:

- C-1. Reduce the number of traffic fatalities
- C-2. Reduce the number of serious injuries in traffic crashes
- C-3. Reduce the fatalities per Vehicle Miles Traveled (VMT)
- C-5. Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above
- C-7. Reduce the number of motorcyclist fatalities
- C-8. Reduce the number of unhelmeted motorcyclist fatalities

Evaluation Measure Increase in motorcyclist and public awareness, # of earned media stories
Funding Source 2010
Program Area K6 – Motorcycle Safety

Cost Summary

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

PROGRAM TASK DESCRIPTIONS

Public Relations (Continued)

Task Number 13-08-81-05
Program Name Click It or Ticket and Seat Belts – PR and Evaluation
Contractor Amelie Company and National Research Center
Program Manager Halpape

In 2011, 187 people who were unrestrained were killed in traffic crashes. Seat belt use in Colorado remains stagnant at 82%. The Public Relations Office has a key role in implementing the high-visibility aspect of 3 *Click It or Ticket* enforcement periods, including the national mobilization in May. It includes media and public relations outreach, as well as a formal evaluation to determine public awareness of the campaign and driver attitude. This project also includes seat belt education during non-enforcement periods.

This project addresses measures:

- C-1. Reduce the number of traffic fatalities
- C-2. Reduce the number of serious injuries in traffic crashes
- C-3. Reduce the fatalities per Vehicle Miles Traveled (VMT)
- C-4. Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions
- B-1 Increase the observed seat belt use for passenger vehicles
- S-1 Conduct driver attitude and awareness survey of Highway Safety enforcement and communication activities, and self-reported driving behavior

Evaluation Measure Increase in public awareness, # of earned media stories
Funding Source 402
Program Area PM – Paid Media

Cost Summary

Personal Services	\$	3,000.00
Operating Expenses	\$	3,000.00
Travel		
Contractual Services	\$	144,000.00
Other (indirects)		
Total	\$	150,000.00
Federal Funds	\$	150,000.00
Agency Match		
Total	\$	150,000.00

PROGRAM TASK DESCRIPTIONS

Public Relations (Continued)

Task Number 13-08-81-06
Program Name Click It or Ticket and Seat Belts – Paid Media
Contractor Explore Communications
Program Manager Halpape

In 2011, 187 people who were unrestrained were killed in traffic crashes. Seat belt use in Colorado stands at 82%. This project will raise awareness of seat belt enforcement and educate the public about the importance of buckling up, through paid media during the high-visibility *Click It or Ticket* enforcement periods. This task covers costs for all media buys, including planning and implementing by the media consultant.

This project addresses measures:

- C-1. Reduce the number of traffic fatalities
- C-2. Reduce the number of serious injuries in traffic crashes
- C-3. Reduce the fatalities per Vehicle Miles Traveled (VMT)
- C-4. Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions
- B-1 Increase the observed seat belt use for passenger vehicles

Evaluation Measure Increase in public awareness, maximize buy with “added value,” gathering and analyzing ratings and impressions
Funding Source 402
Program Area PM – Paid Media

Cost Summary

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

PROGRAM TASK DESCRIPTIONS

Public Relations (Continued)

Task Number	13-08-81-07
Program Name	Hispanic Occupant Protection PR
Contractor	Hispanidad and Explore Communications
Program Manager	Halpape

Hispanics comprise over 20% of Colorado's population, making the Hispanic community a key target market to reach with our traffic safety campaigns in order to have an impact on serious injury crashes and fatalities. Hispanics were over-represented in unrestrained fatalities in 2011, comprising 25% of unrestrained fatalities. This project includes public relations and paid media to reach Hispanic and Spanish-speaking communities in Colorado about the importance of buckling up, child passenger safety, *Click It or Ticket* seat belt enforcement, as well as teen driving.

This project includes earned and paid media, planning and development of culturally relevant educational materials, grassroots community outreach, and expanding relationships with minority media, grantees, and partners.

This project addresses measures:

- C-1. Reduce the number of traffic fatalities
- C-2. Reduce the number of serious injuries in traffic crashes
- C-3. Reduce the fatalities per Vehicle Miles Traveled (VMT)
- C-4. Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions
- C-9 Reduce the number of drivers age 20 or younger involved in fatal crashes
- B-1 Increase the observed seat belt use for passenger vehicles

Evaluation Measure	Increase in public awareness, # of earned media stories in Spanish media
Funding Source	402
Program Area	PM – Paid Media

Cost Summary

Personal Services	\$	3,000.00
Operating Expenses	\$	3,000.00
Travel		
Contractual Services	\$	144,000.00
Other (indirects)		
Total	\$	150,000.00
Federal Funds	\$	150,000.00
Agency Match		
Total	\$	150,000.00

PROGRAM TASK DESCRIPTIONS

Public Relations (Continued)

Task Number 13-08-81-08
Program Name Teen Driving and GDL
Contractor Amelie Company
Program Manager Halpape

In 2011, 63 young drivers, age 15 to 20, were involved in fatal crashes in Colorado, resulting in 50 drivers and passengers in this age group being killed. The state's teen driving laws are complicated and require extensive public relations and media outreach. This project uses public relations to educate teen drivers and their parents about the State's Graduated Drivers Licensing laws and other traffic safety issues impacting teens.

This project addresses measures:

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

Evaluation Measure Increase in public awareness, # of earned media stories
Funding Source 402
Program Area PM – Paid Media

Cost Summary

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

PROGRAM TASK DESCRIPTIONS

Public Relations (Continued)

Task Number 13-08-81-09
Program Name Child Passenger Safety
Contractor Amelie Company
Program Manager Halpape

For children of all ages, more than half of motor vehicle fatalities might be prevented if proper restraints were used correctly. In Colorado in 2011, 14 child passengers, ages newborn –14, died in traffic crashes in Colorado. Nine (65%) of them were not using a child safety seat or seat belt. This project includes a campaign to educate parents and caregivers Statewide on the proper restraint use for children based on their child's age and size.

This project addresses measures:

- C-1. Reduce the number of traffic fatalities
- C-2. Reduce the number of serious injuries in traffic crashes
- C-4. Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions

Evaluation Measure Increase in public awareness, # of earned media stories
Funding Source 402
Program Area PM – Paid Media

Cost Summary

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

PROGRAM TASK DESCRIPTIONS

Public Relations (Continued)

Task Number 13-08-81-10
Program Name Cone Zone
Contractor Explore Communications
Program Manager Crane

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

This project addresses measures:

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

Evaluation Measure Increase in public awareness
Funding Source 402
Program Area PM – Paid Media

Cost Summary

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

PROGRAM TASK DESCRIPTIONS

Public Relations (Continued)

Task Number 13-08-81-11
Program Name Distracted Driving
Contractor Amelie Company
Program Manager Halpape

In 2010, 3,092 people were killed on U.S. roadways and an estimated additional 416,000 were injured in motor vehicle crashes that were reported to have involved distracted driving. In Colorado, in 2011, 81 people were killed in crashes caused by a distracted driver. This project will educate the public about the dangers of distracted driving and about Colorado laws that ban cell phone use for teen drivers under age 18 and prohibit texting for drivers 18 and older.

This project addresses measures:

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

Evaluation Measure Increase in public awareness, # of earned media stories
Funding Source 402
Program Area PM – Paid Media

Cost Summary

Personal Services	\$	1,500.00
Operating Expenses	\$	1,500.00
Travel		
Contractual Services	\$	47,000.00
Other (indirects)		
Total	\$	50,000.00
Federal Funds	\$	50,000.00
Agency Match		
Total	\$	50,000.00

PROGRAM TASK DESCRIPTIONS

Public Relations (Continued)

Task Number 13-08-81-12
Program Name Traffic Safety Outreach and Awareness
Contractor Highway Safety Office/ Public Relations Office
Program Manager Halpape

CDOT has many opportunities throughout the year to do community outreach at public events regarding many traffic safety issues. One successful tactic that has been used by the CDOT Public Relations Office and by other states is a photo machine that takes photos of people and prints them out immediately with a border containing a customized traffic safety message. This photo give-away provides a valuable item that people want to keep, and increases the likelihood of having them see and retain the traffic safety message. This outreach method can be utilized at sporting events, schools, and other events, and can also be used by law enforcement, PRO, the Highway Safety Office, and its grantees.

This project addresses measures:

- C-1. Reduce the number of traffic fatalities
- C-2. Reduce the number of serious injuries in traffic crashes
- C-3. Reduce the fatalities per Vehicle Miles Traveled (VMT)
- C-4. Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions
- C-5. Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above
- C-9. Reduce the number of drivers age 20 or younger involved in fatal crashes

Evaluation Measure Increase in public awareness, # of earned media stories
Funding Source 402
Program Area PM - Paid Media

Cost Summary

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

PROGRAM TASK DESCRIPTIONS

Safety Education And Enforcement Programs
Safe Communities



SAFE COMMUNITIES

A Safe Community is a community that promotes injury prevention activities at the local level to solve local highway traffic safety and other injury challenges. It uses a bottom-up approach, involving local citizens in addressing these challenges.

Safe Community programs use an integrated and comprehensive injury control system with various partners as active and essential participants in addressing community injury problems. The community has a coalition/task force that is comprehensive and community-based with representation from citizens, law enforcement, public health, medical, injury prevention, education, business, civic and service groups, public works offices, and traffic safety advocates that provides program input, direction, and involvement in the Safe Community program.

Lower than average seat belt use rates and high unbelted occupant fatality rates continue to be a challenge for many counties, both urban and rural, throughout Colorado. The statewide average seat belt compliance rate for 2010 was 82.9% and unbelted occupant fatality rates averaged almost 52%. In order to address these challenges, local agencies, coalitions, and Regional Emergency Trauma Advisory Councils (RETACs) throughout the State, using a Safe Communities framework, will be funded to support sustained multi-year programs that support occupant protection strategies to increase the Statewide seat belt usage rate, reduce the number of unrestrained fatalities, and reduce the number of overall traffic fatalities.

Efforts and activities include:

- Information distribution at local health and safety fairs
- Seat belt observations and awareness activities conducted by local groups
- Awareness education and Child Passenger Safety fit stations
- Outreach to targeted groups including pickup truck drivers, young male drivers, and populations that historically have lower use rates

PROGRAM TASK DESCRIPTIONS

Safe Communities (Continued)

Task Number	13-09-91-01
Program Name	Reducing Injury (through) Prevention, Education, Awareness, (and) Traffic Safety (R.I.P.E.A.T.S.)
Contractor	Rural Communities Resource Center
Program Manager	Peterson

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

The goals of this project are to reduce fatalities and injuries in young drivers, and to increase the use of approved and appropriate child passenger safety seats. Activities and costs will include: providing educational information at health and safety fairs in schools within Yuma County; conducting seat belt challenges in high schools in Washington and Yuma counties; disseminating extensive media campaigns with educational information focused on young drivers and child passenger safety; providing training on occupant protection to law enforcement, child care providers, parents, and community members; conducting quarterly car seat check points with fit stations; and offering Graduated Drivers License training for parents of students.

This project addresses measures:

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

Evaluation Measure	# of trainings, # of people trained
Funding Source	402
Program Area	SA - Safe Communities

Cost Summary

Personal Services		32,000.00
Operating Expenses	\$	6,450.00
Travel	\$	1,550.00
Contractual Services		
Other (indirects)		
Total	\$	40,000.00
Federal Funds	\$	40,000.00
Agency Match	\$	10,000.00
Total	\$	50,000.00
Local Benefit	\$	40,000.00

PROGRAM TASK DESCRIPTIONS

Safe Communities (Continued)

Task Number	13-09-91-02
Program Name	OP Education
Contractor	Various Agencies – To Be Determined
Program Manager	Chase

The Highway Safety Office (HSO) will offer mini grants to community coalitions and other agencies to help support traffic safety education efforts and enforcement campaigns. Funding will provide the coalitions with support and resources, through training and materials, to better execute and support statewide occupant protection, child passenger safety, motorcycle safety, and impaired-driving prevention programs.

This project will support NHTSA and HSO traffic safety campaigns including: 3 *Click It or Ticket* enforcement campaigns, *Impaired Driving National Enforcement Labor Day Crackdown*, *Motorcycle Awareness*, and *Child Passenger Safety Week*.

Four regional recognition events will be hosted in the Spring of 2013. These recognition events will reward law enforcement officers for their dedication and commitment to seat belt and impaired-driving laws in Colorado.

This project addresses measures:

- C-4. Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions
- C-5. Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above
- C-7. Reduce the number of motorcyclist fatalities
- B-1. Increase the observed seat belt use for passenger vehicles

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

Cost Summary

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

PROGRAM TASK DESCRIPTIONS

Safe Communities (Continued)

Task Number 13-09-91-03
Program Name Western RETAC Occupant Protection Coalition
Contractor Western RETAC
Program Manager Chase

The Western Regional EMS Council (WROSC), Inc. continues to endorse the RETAC, the multi-agency motor vehicle seat belt coalition working to increase restraint use in Delta, Gunnison, Hinsdale, Montrose, Ouray, and San Miguel counties. The WROSC will participate in enhanced enforcement events and special events. The coalition is comprised of representatives from the following agencies: Colorado State Patrol, police departments, fire protection districts, sheriffs' departments, school districts, health and human services, area hospitals and clinics, as well as local concerned citizens. These agencies meet monthly to coordinate events and talk about community needs.

Activities and costs include providing educational information, media campaigns, and high school seat belt challenges. Training on occupant protection and Graduated Drivers License laws will be offered to law enforcement, parents, and community members.

This project addresses measures:

- C-2. Reduce the number of serious injuries in traffic crashes
- C-4. Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions
- B-1. Increase the observed seat belt use for passenger vehicles

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

Cost Summary

Personal Services	\$	30,000.00
Operating Expenses	\$	18,000.00
Travel	\$	1,000.00
Contractual Services	\$	1,000.00
Other (indirects)		
Total	\$	50,000.00
Federal Funds	\$	50,000.00
Agency Match	\$	12,500.00
Total	\$	62,500.00
Local Benefit	\$	50,000.00

PROGRAM TASK DESCRIPTIONS

Safe Communities (Continued)

Task Number 13-09-91-04
Program Name Increasing Seat Belt Compliance
Contractor Northeast RETAC
Program Manager Roche

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

The goal of the NCRETAC is to increase seat belt usage rates in this RETAC area, with a focus on Weld, Logan, Morgan, and Larimer counties. The NCRETAC is made up of the Northeast Regional EMS/Trauma Advisory Council, which is a consortium of EMS and trauma services in Northeast Colorado, and the following counties: Jackson, Larimer, Weld, Morgan, Logan, Washington, Phillips, Sedgwick, and Yuma. There are two representatives from each county in the region who serve on the NCRETAC Board of Directors.

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

This project addresses measures:

- C-2. Reduce the number of serious injuries in traffic crashes
- C-4. Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions
- B-1. Increase the observed seat belt use for passenger vehicles

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

Cost Summary

Personal Services	\$	40,000.00
Operating Expenses	\$	6,000.00
Travel	\$	3,960.00
Contractual Services	\$	3,040.00
Other (indirects)		
Total	\$	53,000.00
Federal Funds	\$	53,000.00
Agency Match	\$	13,250.00
Total	\$	66,250.00
Local Benefit	\$	53,000.00

PROGRAM TASK DESCRIPTIONS

Safe Communities (Continued)

Task Number 13-09-91-05
Program Name Safe Communities for SECRETAC
Contractor Southeastern RETAC
Program Manager Guerrero

The Southeastern Colorado RETAC counties of Baca, Bent, Crowley, Kiowa, Otero, and Prowers are rated as having some of the lowest occupant protection usage rates in the State. The goal of the SECRETAC is to increase observed seat belt use in passenger cars, reduce the number of traffic fatalities, and reduce the number of unrestrained passenger vehicle occupant fatalities in all seating positions in all six counties within the SECRETAC. The multi-county coalition will consist of members from the Colorado State Patrol; city police departments; sheriffs' offices; county departments of health and human services; fire protection districts; school districts; local driver's education instructors; hospitals; and EMS agencies across southeastern Colorado.

Activities and costs include: providing educational information, media campaigns, and training on occupant protection to law enforcement, child care providers, parents and community members; conducting car seat checks; conducting fitting stations and distributing car and booster seats; offering Graduated Drivers License training to parents, students, and law enforcement; and providing Certified Child Passenger Safety Technician training.

This project addresses measures:

- C-2. Reduce the number of serious injuries in traffic crashes
- C-4. Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions
- B-1. Increase the observed seat belt use for passenger vehicles

Evaluation Measure # of observational surveys, # of contacts at events
Funding Source 402
Program Area SA - Safe Communities

Cost Summary

Personal Services		
Operating Expenses	\$	9,955.00
Travel	\$	7,444.00
Contractual Services	\$	32,601.00
Other (indirects)		
Total	\$	50,000.00
Federal Funds	\$	50,000.00
Agency Match	\$	12,500.00
Total	\$	62,500.00
Local Benefit	\$	50,000.00

PROGRAM TASK DESCRIPTIONS

Safe Communities (Continued)

Task Number	13-09-91-06
Program Name	Southern Colorado RETAC Occupant Protection
Contractor	Southern RETAC
Program Manager	Guerrero

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

The goal of this project is to see a measurable increase in seat belt use in each of the five counties (Las Animas, Huerfano, Custer, Fremont, and Pueblo) by implementing community awareness campaigns such as *Our County Clicks*, addressing occupant protection messages for adults, teens, and the community as a whole, and including teen and youth safe driving campaigns to bring awareness and education which provide seat belt and safety messages to students, staff, and parents.

This project addresses measures:

- C-2. Reduce the number of serious injuries in traffic crashes
- C-4. Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions
- B-1. Increase the observed seat belt use for passenger vehicles

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

Cost Summary

Personal Services		
Operating Expenses	\$	13,180.00
Travel	\$	2,500.00
Contractual Services	\$	37,320.00
Other (indirects)		
Total	\$	53,000.00
Federal Funds	\$	53,000.00
Agency Match	\$	13,250.00
Total	\$	66,250.00
Local Benefit	\$	53,000.00

PROGRAM TASK DESCRIPTIONS

Safe Communities (Continued)

Task Number 13-09-91-07
Program Name Lifesavers Conference Support
Contractor Highway Safety Office (HSO)
Program Manager Gould

The HSO will assist in planning and hosting the 2013 Lifesavers Conference, April 14-16, 2013, at the Denver Convention Center. Expenses related to the hosting of the conference include: contracting with a planner to assist with coordination of the event; and purchasing bags with a CDOT logo and safety message that include notepads and t-shirts with the same safety message, t-shirts for volunteer staff, etc. Items will not be branded with the Lifesavers logo.

Evaluation Measure # of attendees
Funding Source 402
Program Area SA - Safe Communities

Cost Summary

Personal Services		
Operating Expenses	\$	20,500.00
Travel		
Contractual Services	\$	4,500.00
Other (indirects)		
Total	\$	25,000.00
Federal Funds	\$	25,000.00
Agency Match		
Total	\$	25,000.00

PROGRAM TASK DESCRIPTIONS

Safe Communities (Continued)

Task Number	13-09-91-08
Program Name	Plains to Peaks RETAC Occupant Protection
Contractor	Plains to Peaks RETAC
Program Manager	Guerrero

Rural seat belt use in Kit Carson, Cheyenne, Lincoln, and Teller counties is among the lowest in the State, at 36%, 42%, 50%, 49% respectively. This project will focus on increasing seat belt use through education geared towards citizens of all ages by stressing the importance of seat belt use and the consequences of not buckling up. The goal of this project will be to see a measurable increase in seat belt use in each of the five counties and a reduction in unrestrained fatalities. The five county coalitions will be represented by local and state law enforcement, car dealers, insurance, schools/educators/administrators, public health, EMS, hospitals, community members, and members of the RETAC.

Activities and costs will include providing educational information, media campaigns, and training on occupant protection to law enforcement, child care providers, parents, and community members; conducting car seat checks; conducting fitting stations and distributing car and booster seats; offering Graduated Drivers License training to parents, students, and law enforcement; and providing Certified Child Passenger Safety Technician Training. Other activities will include, *Saved By the Belt*, AARP's *Driver Safety Program*, and *Rules of the Road*.

This project addresses measures:

- C-2. Reduce the number of serious injuries in traffic crashes
- C-4. Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions
- B-1. Increase the observed seat belt use for passenger vehicles

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

Cost Summary

Personal Services		
Operating Expenses	\$	13,180.00
Travel	\$	2,500.00
Contractual Services	\$	37,320.00
Other (indirects)		
Total	\$	53,000.00
Federal Funds	\$	53,000.00
Agency Match	\$	13,250.00
Total	\$	66,250.00
Local Benefit	\$	53,000.00

PROGRAM TASK DESCRIPTIONS

Safe Communities (Continued)

Task Number 13-09-91-09
Program Name Mile High RETAC Occupant Protection
Contractor Mile High RETAC
Program Manager Peterson

Mile High RETAC encompasses the 6 counties of Adams, Arapahoe, Broomfield, Denver, Douglas, and Elbert. The primary goal of this project is to increase seat belt usage in these counties.

This project addresses the problem of low seat belt use rates by: partnering with existing occupant protection programs; increasing awareness and education by participating in events; supporting the *Click It or Ticket* campaign; distributing materials; and developing occupant protection guidelines for businesses and agencies. Data will be collected on existing programs, and a database will be maintained to assist in developing occupant protection activities.

This project addresses measures:

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

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

Evaluation Measure # of programs implemented, # of people trained
Funding Source 402
Program Area SA - Safe Communities

Cost Summary

Personal Services		
Operating Expenses	\$	17,800.00
Travel	\$	700.00
Contractual Services	\$	31,500.00
Other (indirects)		
Total	\$	50,000.00
Federal Funds	\$	50,000.00
Agency Match	\$	12,500.00
Total	\$	62,500.00
Local Benefit	\$	50,000.00

PROGRAM TASK DESCRIPTIONS

Safe Communities (Continued)

Task Number	13-09-91-10
Program Name	Seat Belt Safety and Compliance
Contractor	Central Mountain RETAC (CMRETAC)
Program Manager	Erez

The Central Mountains area has unique safety challenges that range from a high number of travelers, a risk-taking teen population, and a large non-English speaking population. These groups will be addressed in differing formats, and more accurate data will be obtained for each group.

According to the CDOT Problem Identification Report, the six counties in the CMRETAC had 25 traffic fatalities in 2011, 10 of which were unbelted. This is a 40% unrestrained fatality rate. This project focuses on drivers under the age of 20. Activities include: distracted driver campaigns at high schools; pre/post observational surveys; and distribution of bilingual materials to daycares, churches, parent groups, and local hospitals, specifically targeting Hispanic populations. The Coalition will recruit members of the Hispanic community to reach teens and conduct traffic safety campaigns. The Coalition will refer low-income families to county health and human services to have their Child Passenger Safety seats inspected and replaced as needed.

This project addresses measures:

- C-4. Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions
- C-9. Reduce the number of drivers age 20 or younger involved in fatal crashes

Evaluation Measure	Pre/post seat belt observational data
Funding Source	402
Program Area	SA - Safe Communities

Cost Summary

Personal Services		
Operating Expenses	\$	15,000.00
Travel	\$	5,000.00
Contractual Services	\$	30,000.00
Other (indirects)		
Total	\$	50,000.00
Federal Funds	\$	50,000.00
Agency Match	\$	12,500.00
Total	\$	62,500.00
Local Benefit	\$	50,000.00

PROGRAM TASK DESCRIPTIONS

Safe Communities (Continued)

Task Number 13-09-91-11
Program Name Foothills RETAC Drive Smart Coalition
Contractor Foothills RETAC
Program Manager Erez

According to the CDOT Problem Identification Report, teens in Jefferson County are 30% more likely to be involved in a motor vehicle crash than teens statewide. Jefferson County ranks third worst in the State in that category.

The Foothills RETAC coalition of local businesses, civic organizations, law enforcement, EMS professionals, schools, and governmental agencies will address the problem by focusing on reducing unsafe speeds, and increasing seat belt usage in student drivers and passengers in targeted high schools in the region.

This project addresses measures:

- C-1. Reduce the number of traffic fatalities**
- C-4. Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions**
- C-9. Reduce the number of drivers age 20 or younger involved in fatal crashes**

Evaluation Measure Increase seat belt use by at least 5% at participating schools
Funding Source 402
Program Area SA - Safe Communities

Cost Summary

Personal Services	\$	10,000.00
Operating Expenses	\$	12,000.00
Travel	\$	1,000.00
Contractual Services	\$	12,000.00
Other (indirects)		
Total	\$	35,000.00
Federal Funds	\$	35,000.00
Agency Match	\$	8,750.00
Total	\$	43,750.00
Local Benefit	\$	35,000.00

PROGRAM TASK DESCRIPTIONS

Safe Communities (Continued)

Task Number	13-09-91-12
Program Name	Increasing Seat Belt Compliance
Contractor	San Luis Valley RETAC
Program Manager	Erez

The San Luis Valley (SLV) ranked the sixth-highest region in crash-related fatalities and is ranked the worst region for occupant protection. The SLV had 15 fatal crashes, resulting in 18 fatalities. Within the six-county region, Costilla and Conejos counties had a high unrestrained injury rate making them the seventh and tenth worst in the state. Two unannounced seat belt observations were conducted with the following findings: for usage on county roads: 71%; State highways: 81%; Federal highways: 85%; overall finding average: 79%.

This project addresses male drivers 21-24 and supports the *Click It Or Ticket* campaign. An additional two unannounced seat belt observation studies will be conducted in each county in high-traffic areas. A high school seat belt usage survey will be conducted in the schools that are located in Costilla and Conejos counties. Seat belt awareness/educational material will be distributed to all schools located in the SLV.

This project addresses measures:

- C-4. Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions
- C-9. Reduce the number of drivers age 20 or younger involved in fatal crashes

Evaluation Measure	Pre/post seat belt observations in each region county, # of presentations and seat belt challenges conducted
Funding Source	402
Program Area	SA - Safe Communities

Cost Summary

Personal Services	\$	32,000.00
Operating Expenses	\$	12,000.00
Travel	\$	6,000.00
Contractual Services		
Other (indirects)		
Total	\$	50,000.00
Federal Funds	\$	50,000.00
Agency Match	\$	12,500.00
Total	\$	62,500.00
Local Benefit	\$	50,000.00

PROGRAM TASK DESCRIPTIONS

Safety Education And Enforcement Programs Pedestrian and Bicycle Safety



PEDESTRIAN SAFETY

In Colorado there were 36 pedestrian deaths in 2010, and pedestrian injury remains the fourth leading cause of unintentional injury-related death among children ages 5-14. The majority of pedestrian fatalities occur in urban areas, at non-intersection locations.

As more children are encouraged to walk to and from schools, it is imperative to educate and inform them about both bicycle and pedestrian safety. Schools and other groups in the Denver, Arapahoe, and Adams county metro areas will be targeted for pedestrian safety educational programs.

Efforts and activities to increase Pedestrian Safety include:

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

PROGRAM TASK DESCRIPTIONS

Pedestrian and Bicycle Safety (Continued)

Task Number 13-10-95-01
Program Name STOP-LOOK-LISTEN/Skills on Wheels
Contractor Denver Osteopathic Foundation
Program Manager Peterson

In 2011, 44 pedestrians were killed on Colorado's roads and 7 deaths were attributed to bicycle crashes. This program will address both pedestrian and bicycle safety. The goals for both projects are to increase knowledge and skills about bicycle safety among students in grades 3rd, 4th and 5th at selected elementary schools, and to increase knowledge among students in grades Pre-K- 2nd about safe pedestrian behavior. This is accomplished through interactive classroom activities and presentations, and parent education newsletters.

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

This project addresses measures:

- C-1. Reduce the number of traffic fatalities
- C-10. Reduce the number of pedestrian fatalities

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

Cost Summary

Personal Services	\$	12,000.00
Operating Expenses	\$	12,000.00
Travel		
Contractual Services	\$	16,000.00
Other (indirects)		
Total	\$	40,000.00
Federal Funds	\$	40,000.00
Agency Match	\$	10,000.00
Total	\$	50,000.00
Local Benefit	\$	40,000.00

PROGRAM TASK DESCRIPTIONS

Pedestrian and Bicycle Safety (Continued)

Task Number 13-10-95-02
Program Name ThinkFirst
Contractor Vail Valley Medical Center
Program Manager Peterson

ThinkFirst – Vail Valley Medical Center is an injury prevention program that educates residents of Eagle County on the importance of taking steps to prevent life-altering injuries or fatalities through the use of seat belts, car/booster seats, and helmets for cycling. The goal of *ThinkFirst* is to provide education on how to protect oneself from injury, especially to the head and spine. The primary focus is on the 6,392 Eagle County school-age children and their families, with regular visits to area schools starting in second grade, along with participation in community outreach events through two programs – *ThinkFirst for Kids* and *ThinkFirst for Teens*.

This project addresses measures:

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

Evaluation Measure # of seat belt use, GDL, and bicycle and pedestrian safety programs presented
Funding Source 402
Program Area PS - Pedestrian Safety

Cost Summary

Personal Services	\$	25,600.00
Operating Expenses	\$	10,400.00
Travel	\$	2,800.00
Contractual Services	\$	1,200.00
Other (indirects)		
Total	\$	40,000.00
Federal Funds	\$	40,000.00
Agency Match	\$	10,000.00
Total	\$	50,000.00
Local Benefit	\$	40,000.00

PROGRAM TASK DESCRIPTIONS

Pedestrian and Bicycle Safety (Continued)

Task Number 13-10-95-03
Program Name Pedestrian Education and Safety Campaign
Contractor Aurora Police Department
Program Manager Peterson

In 2011, there were 169 auto/pedestrian accidents in which 139 pedestrians were injured and 7 were killed, an increase of 25% in accidents compared to 2010. These accidents occur in the area of public transportation sites, primarily bus stop and schools, which involve not only pedestrians failing to follow the rules about where they are supposed to cross the street, but also vehicles failing to yield to pedestrians when required. This project will address these issues through proactive enforcement of laws addressing pedestrian violations, and will also include a public awareness and education campaign.

This project addresses measures:

- C-1. Reduce the number of traffic fatalities**
- C-2. Reduce the number of serious injuries in traffic crashes**
- C-10. Reduce the number of pedestrian fatalities**

Evaluation Measure # of citations, # of warnings given
Funding Source 402
Program Area PS – Pedestrian/Bicycle Safety

Cost Summary

Personal Services	\$	43,500.00
Operating Expenses	\$	6,500.00
Travel		
Contractual Services		
Other (indirects)		
Total	\$	50,000.00
Federal Funds	\$	50,000.00
Agency Match	\$	12,500.00
Total	\$	62,500.00
Local Benefit	\$	50,000.00

**NO
TURN
ON RED**

CERTIFICATIONS

AND

ASSURANCES



STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

Section 402 Requirements (as amended by Pub. L. 112-141)

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- National law enforcement mobilizations and high-visibility 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,
- Coordination of its highway safety plan, data collection, and information systems with the State strategic highway safety plan (as defined in section 148)(a)).

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

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 USC 402(j)).

Other Federal Requirements

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

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

The same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations. 49 CFR 18.41.

Failure to adhere to these provisions may result in the termination of drawdown privileges.

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes 23 CFR 1200.21

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

Federal Funding Accountability and Transparency Act (FFATA)

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

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; , and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards; and(II) \$25,000,000 or more in annual gross revenues from Federal awards; and(ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794) and the Americans with Disabilities Act of 1990 (42 USC § 12101, et seq.; PL 101-336), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

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

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace.
 2. The grantee's policy of maintaining a drug-free workplace.
 3. Any available drug counseling, rehabilitation, and employee assistance programs.
 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
 1. Abide by the terms of the statement.
 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
 1. Taking appropriate personnel action against such an employee, up to and including termination.
 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT)

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

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., “grassroots”) lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency’s determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

**Certification Regarding Debarment, Suspension, and Other Responsibility Matters-
Primary Covered Transactions**

1. The prospective primary participant certifies to the best of its knowledge and belief, that its principals:
 - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
 - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
2. Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

POLICY TO BAN TEXT MESSAGING WHILE DRIVING

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

1. Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
 - a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or
 - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.
2. Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –
 - a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
 - b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

The Governor’s Representative for Highway Safety has reviewed the State’s Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



Governor’s Representative for Highway Safety

Colorado

State or Commonwealth

2013

For Fiscal Year

August 20, 2012

Date



NHTSA HSP FORM 217



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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-2013-11-97-01	P&A	\$0.00	\$180,000.00	\$0.00	\$180,000.00	\$180,000.00	\$0.00	\$0.00
Planning and Administration			\$0.00	\$180,000.00	\$0.00	\$180,000.00	\$180,000.00	\$0.00	\$0.00
Alcohol									
	AL-2013-01-11-10	DENVER SOBRIETY COURT	\$0.00	\$75,000.00	\$0.00	\$300,000.00	\$300,000.00	\$300,000.00	\$0.00
	AL-2013-12-98-04	MEDIA PROGRAM SUPPORT-IMPAIRED DRIVING	\$0.00	\$0.00	\$0.00	\$78,000.00	\$78,000.00	\$0.00	\$0.00
	Alcohol Total		\$0.00	\$75,000.00	\$0.00	\$378,000.00	\$378,000.00	\$300,000.00	\$0.00
Motorcycle Safety									
	MC-2013-07-71-01	MOST	\$0.00	\$830,962.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	MC-2013-07-71-02	MOBILE TRAINING FOR UNDERSERVED CO COUNTIE	\$0.00	\$18,750.00	\$0.00	\$75,000.00	\$75,000.00	\$75,000.00	\$0.00
	MC-2013-07-71-03	JEFFCO MC RIDER SAFETY EDUCATION	\$0.00	\$10,000.00	\$0.00	\$40,000.00	\$40,000.00	\$40,000.00	\$0.00
	MC-2013-07-71-04	OPERATION SAVE A LIFE	\$0.00	\$8,750.00	\$0.00	\$35,000.00	\$35,000.00	\$35,000.00	\$0.00
	Motorcycle Safety Total		\$0.00	\$868,462.00	\$0.00	\$150,000.00	\$150,000.00	\$150,000.00	\$0.00
Occupant Protection									
	OP-2013-06-61-01	SW COLO CHILD AND ADOLESCENT SAFETY	\$0.00	\$16,250.00	\$0.00	\$65,000.00	\$65,000.00	\$65,000.00	\$0.00
	OP-2013-06-61-03	MV INJURY PREVENTION	\$0.00	\$7,000.00	\$0.00	\$28,000.00	\$28,000.00	\$28,000.00	\$0.00
	OP-2013-06-61-04	TRAFFIC SAFETY INITIATIVES MINI GRANTS	\$0.00	\$0.00	\$0.00	\$50,000.00	\$50,000.00	\$50,000.00	\$0.00
	OP-2013-06-61-05	AFRICAN AMERICAN OCCUPANT PROTECTION PRO	\$0.00	\$16,250.00	\$0.00	\$65,000.00	\$65,000.00	\$65,000.00	\$0.00
	OP-2013-06-61-06	BUCKLE UP FOR LOVE/ SAVE A FRIEND SAVE Y	\$0.00	\$10,000.00	\$0.00	\$40,000.00	\$40,000.00	\$40,000.00	\$0.00
	OP-2013-06-61-07	ASSESSMENT OF DISTRACTED DRIVING/ SURVEY	\$0.00	\$0.00	\$0.00	\$43,000.00	\$43,000.00	\$43,000.00	\$0.00
	OP-2013-06-61-08	OP TECH TRANSFER	\$0.00	\$0.00	\$0.00	\$10,000.00	\$10,000.00	\$10,000.00	\$0.00
	OP-2013-06-61-10	TEEN MV AND DISTRACTED DRIVING	\$0.00	\$10,500.00	\$0.00	\$42,000.00	\$42,000.00	\$42,000.00	\$0.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local	
	OP-2013-06-61-12	CLOT LOCAL LAW ENFORCEMENT	\$0.00	\$0.00	\$0.00	\$300,000.00	\$300,000.00	\$300,000.00	
	OP-2013-06-61-13	AURORA P.A.R.T.Y.	\$0.00	\$4,750.00	\$0.00	\$19,000.00	\$19,000.00	\$19,000.00	
	OP-2013-06-61-14	OP MINI GRANTS	\$0.00	\$0.00	\$0.00	\$65,000.00	\$65,000.00	\$65,000.00	
	OP-2013-06-61-15	FOOTHILLS TEEN MV SAFETY PROGRAM	\$0.00	\$12,000.00	\$0.00	\$48,000.00	\$48,000.00	\$45,000.00	
	OP-2013-06-61-17	SEAT BELT SURVEY	\$0.00	\$0.00	\$0.00	\$250,000.00	\$250,000.00	\$0.00	
	OP-2013-06-61-18	REDUCING RESTRAINT USE DISPARITIES IN JE	\$0.00	\$12,500.00	\$0.00	\$50,000.00	\$50,000.00	\$50,000.00	
	OP-2013-06-61-21	TEEN TRAFFIC CAMPAIGN	\$0.00	\$13,000.00	\$0.00	\$52,000.00	\$52,000.00	\$52,000.00	
	OP-2013-06-61-22	TEEN MV SAFETY PROJECT	\$0.00	\$10,500.00	\$0.00	\$42,000.00	\$42,000.00	\$42,000.00	
	OP-2013-06-61-23	THE CHILDREN'S HOSPITAL CPS PROJECT	\$0.00	\$13,250.00	\$0.00	\$53,000.00	\$53,000.00	\$53,000.00	
	OP-2013-06-61-24	CPS PROGRAM	\$0.00	\$7,500.00	\$0.00	\$30,000.00	\$30,000.00	\$30,000.00	
	OP-2013-06-61-25	SEAT BELTS 101	\$0.00	\$10,000.00	\$0.00	\$40,000.00	\$40,000.00	\$40,000.00	
	OP-2013-06-61-26	LEAD THE CLICK	\$0.00	\$7,000.00	\$0.00	\$28,000.00	\$28,000.00	\$28,000.00	
	OP-2013-06-61-27	DISTRACTED DRIVER CAMPAIGN	\$0.00	\$9,500.00	\$0.00	\$38,000.00	\$38,000.00	\$38,000.00	
	OP-2013-06-61-28	DECREASE DD AMONG COLLEGE STUDENTS	\$0.00	\$15,000.00	\$0.00	\$60,000.00	\$60,000.00	\$60,000.00	
	OP-2013-12-98-02	OCCUPANT PROTECTION PROGRAM SUPPORT	\$0.00	\$0.00	\$0.00	\$240,000.00	\$240,000.00	\$0.00	
	OP-2013-12-98-05	MEDIA PROGRAM SUPPORT-OP	\$0.00	\$0.00	\$0.00	\$78,000.00	\$78,000.00	\$0.00	
	Occupant Protection Total		\$0.00	\$175,000.00	\$0.00	\$1,736,000.00	\$1,736,000.00	\$1,112,000.00	
Pedestrian/Bicycle Safety									
	PS-2013-10-95-01	STOP-LOOK-LISTEN/SKILLS ON WHEELS	\$0.00	\$10,000.00	\$0.00	\$40,000.00	\$40,000.00	\$40,000.00	
	PS-2013-10-95-02	THINKFIRST	\$0.00	\$10,000.00	\$0.00	\$40,000.00	\$40,000.00	\$40,000.00	
	PS-2013-10-95-03	PEDESTRIAN EDUCATION AND SAFETY CAMPAIGN	\$0.00	\$12,500.00	\$0.00	\$50,000.00	\$50,000.00	\$50,000.00	
	Pedestrian/Bicycle Safety Total		\$0.00	\$32,500.00	\$0.00	\$130,000.00	\$130,000.00	\$130,000.00	
Police Traffic Services									
	PT-2013-01-11-13	LEC	\$0.00	\$0.00	\$0.00	\$65,000.00	\$65,000.00	\$0.00	

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Police Traffic Services Total									
Traffic Records									
	TR-2013-04-41-01	PROBLEM ID	\$0.00	\$0.00	\$0.00	\$115,000.00	\$115,000.00	\$0.00	\$0.00
	TR-2013-04-41-02	ANNUAL REPORT/OTS PUBLICATIONS	\$0.00	\$0.00	\$0.00	\$25,000.00	\$25,000.00	\$0.00	\$0.00
Traffic Records Total									
Safe Communities									
	SA-2013-09-91-01	RIPEATS	\$0.00	\$10,000.00	\$0.00	\$40,000.00	\$40,000.00	\$40,000.00	\$40,000.00
	SA-2013-09-91-02	OP EDUCATION	\$0.00	\$0.00	\$0.00	\$30,000.00	\$30,000.00	\$30,000.00	\$30,000.00
	SA-2013-09-91-03	WESTERN REGIONAL OP COALITION	\$0.00	\$12,500.00	\$0.00	\$50,000.00	\$50,000.00	\$50,000.00	\$50,000.00
	SA-2013-09-91-04	INCREASING SEAT BELT COMPLIANCE	\$0.00	\$13,250.00	\$0.00	\$53,000.00	\$53,000.00	\$53,000.00	\$53,000.00
	SA-2013-09-91-05	SAFE COMMUNITIES FOR SECRETAC	\$0.00	\$12,500.00	\$0.00	\$50,000.00	\$50,000.00	\$50,000.00	\$50,000.00
	SA-2013-09-91-06	SOUTHERN CO RETAC OCCUPANT PROTECTION	\$0.00	\$13,250.00	\$0.00	\$53,000.00	\$53,000.00	\$53,000.00	\$53,000.00
	SA-2013-09-91-07	LIFESAVERS CONFERENCE SUPPORT	\$0.00	\$0.00	\$0.00	\$25,000.00	\$25,000.00	\$25,000.00	\$25,000.00
	SA-2013-09-91-08	PLAINES TO PEAK RETAC OCCUPANT PROTECTION	\$0.00	\$13,250.00	\$0.00	\$53,000.00	\$53,000.00	\$53,000.00	\$53,000.00
	SA-2013-09-91-09	MILE-HIGH RETAC OCCUPANT PROTECTION	\$0.00	\$12,500.00	\$0.00	\$50,000.00	\$50,000.00	\$50,000.00	\$50,000.00
	SA-2013-09-91-10	SEAT BELT SAETY AND COMPLIANCE	\$0.00	\$12,500.00	\$0.00	\$50,000.00	\$50,000.00	\$50,000.00	\$50,000.00
	SA-2013-09-91-11	FOOTHILLS RETAC DRIVE SMART COALITION	\$0.00	\$8,750.00	\$0.00	\$35,000.00	\$35,000.00	\$35,000.00	\$35,000.00
	SA-2013-09-91-12	INCREASING SEAT BELT COMPLIANCE	\$0.00	\$12,500.00	\$0.00	\$50,000.00	\$50,000.00	\$50,000.00	\$50,000.00
Safe Communities Total									
Speed Enforcement									
	SE-2013-02-21-01	FOCUSED SPEED ENFORCEMENT	\$0.00	\$24,500.00	\$0.00	\$75,000.00	\$75,000.00	\$75,000.00	\$75,000.00
	SE-2013-02-21-02	AURORA HIGHWAY SAFETY CAMPAIGN	\$0.00	\$15,000.00	\$0.00	\$60,000.00	\$60,000.00	\$60,000.00	\$60,000.00
	SE-2013-02-21-03	LIDAR	\$0.00	\$24,500.00	\$0.00	\$75,000.00	\$75,000.00	\$75,000.00	\$75,000.00
	SE-2013-02-21-04	SPEED MINI GRANTS PROGRAM	\$0.00	\$0.00	\$0.00	\$25,000.00	\$25,000.00	\$25,000.00	\$25,000.00
Safe Communities Total									
\$514,000.00									

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local	
	SE-2013-02-21-05	A STEP TOWARD REDUCING TRAFFIC FATALITIE	\$0.00	\$3,750.00	\$0.00	\$15,000.00	\$15,000.00	\$15,000.00	
	SE-2013-02-21-06	THORNTON SPEED ENFORCEMENT	\$0.00	\$7,500.00	\$0.00	\$30,000.00	\$30,000.00	\$30,000.00	
	SE-2013-12-98-06	SPEED ENFORCEMENT PROGRAM SUPPORT	\$0.00	\$0.00	\$0.00	\$80,000.00	\$80,000.00	\$0.00	
	Speed Enforcement Total		\$0.00	\$75,250.00	\$0.00	\$360,000.00	\$360,000.00	\$280,000.00	
Paid Advertising									
	PM-2013-08-81-05	CLICK IT OR TICKET & SEAT BELTS-PR/EVAL	\$0.00	\$0.00	\$0.00	\$150,000.00	\$150,000.00	\$0.00	
	PM-2013-08-81-06	CLICK IT OR TICKET & SEAT BELTS-PAID MED	\$0.00	\$0.00	\$0.00	\$250,000.00	\$250,000.00	\$0.00	
	PM-2013-08-81-07	HISPANIC OCCUPANT PROTECTION	\$0.00	\$0.00	\$0.00	\$150,000.00	\$150,000.00	\$0.00	
	PM-2013-08-81-08	TEEN DRIVING AND GDL	\$0.00	\$0.00	\$0.00	\$75,000.00	\$75,000.00	\$0.00	
	PM-2013-08-81-09	CHILD PASSENGER SAFETY	\$0.00	\$0.00	\$0.00	\$75,000.00	\$75,000.00	\$0.00	
	PM-2013-08-81-10	CONE ZONE	\$0.00	\$0.00	\$0.00	\$75,000.00	\$75,000.00	\$0.00	
	PM-2013-08-81-11	DISTRACTED DRIVING	\$0.00	\$0.00	\$0.00	\$50,000.00	\$50,000.00	\$0.00	
	PM-2013-08-81-12	TRAFFIC SAFETY OUTREACH AND AWARENESS	\$0.00	\$0.00	\$0.00	\$12,000.00	\$12,000.00	\$0.00	
	Paid Advertising Total		\$0.00	\$0.00	\$0.00	\$837,000.00	\$837,000.00	\$0.00	
	NHTSA 402 Total		\$0.00	\$1,527,212.00	\$0.00	\$4,515,000.00	\$4,515,000.00	\$2,486,000.00	
405 OP SAFETEA-LU									
	K2-2013-06-61-09	LATINO COMMUNITY SEAT BELT SAFETY PROGRA	\$0.00	\$54,000.00	\$0.00	\$54,000.00	\$54,000.00	\$0.00	
	K2-2013-06-61-11	CLICK IT OR TICKET	\$0.00	\$400,000.00	\$0.00	\$400,000.00	\$400,000.00	\$0.00	
	405 Occupant Protection Total		\$0.00	\$454,000.00	\$0.00	\$454,000.00	\$454,000.00	\$0.00	
	405 OP SAFETEA-LU Total		\$0.00	\$454,000.00	\$0.00	\$454,000.00	\$454,000.00	\$0.00	
408 Data Program SAFETEA-LU									
	K9-2013-04-41-03	ENHANCING EMS AND TRDS	\$0.00	\$33,500.00	\$0.00	\$96,300.00	\$96,300.00	\$0.00	
	K9-2013-04-41-04	TRAFFIC RECORDS TECH TRANSFER	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$0.00	
	K9-2013-04-41-05	CDOT EARS PHASE 5	\$0.00	\$12,260.00	\$0.00	\$48,250.00	\$48,250.00	\$0.00	

U.S. Department of Transportation National Highway Traffic Safety Administration									
State: Highway Safety Plan Cost Summary		Page: 5							
Colorado		2013-HSP-1		Report Date: 08/16/2012					
		For Approval							
Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local	
	K9-2013-04-41-06	CDOT EARS MAINTENANCE	\$0.00	\$4,820.00	\$0.00	\$15,000.00	\$15,000.00	\$0.00	\$0.00
	K9-2013-04-41-07	TRAPE EXPANSION	\$0.00	\$15,325.00	\$0.00	\$51,000.00	\$51,000.00	\$0.00	\$0.00
	K9-2013-04-41-08	ARAPAHOE COUNTY E-CITATION	\$0.00	\$22,415.00	\$0.00	\$89,660.00	\$89,660.00	\$0.00	\$0.00
	K9-2013-04-41-09	AURORA PD CRASH SCANNER	\$0.00	\$37,016.00	\$0.00	\$75,000.00	\$75,000.00	\$0.00	\$0.00
	K9-2013-04-41-10	GREENWOOD VILLAGE E-CITATION	\$0.00	\$39,023.00	\$0.00	\$117,071.00	\$117,071.00	\$0.00	\$0.00
	K9-2013-04-41-11	LAFAYETTE E-CITATION	\$0.00	\$6,700.00	\$0.00	\$20,100.00	\$20,100.00	\$0.00	\$0.00
	K9-2013-04-41-12	LONGMONT E-CITATION	\$0.00	\$12,304.00	\$0.00	\$40,173.00	\$40,173.00	\$0.00	\$0.00
	K9-2013-12-98-03	TRAFFIC RECORDS PROGRAM SUPPORT	\$0.00	\$30,000.00	\$0.00	\$120,000.00	\$120,000.00	\$0.00	\$0.00
408 Data Program Incentive			\$0.00	\$213,363.00	\$0.00	\$677,554.00	\$677,554.00	\$0.00	\$0.00
408 Data Program SAFETEA-LU			\$0.00	\$213,363.00	\$0.00	\$677,554.00	\$677,554.00	\$0.00	\$0.00
410 Alcohol SAFETEA-LU									
	K8-2013-01-11-01	DRE/ SFST ENFORCEMENT TRAINING	\$0.00	\$60,000.00	\$0.00	\$60,000.00	\$60,000.00	\$0.00	\$0.00
	K8-2013-01-11-02	INTERAGENCY TASK FORCE ON DRUNK DRIVING	\$0.00	\$30,000.00	\$0.00	\$30,000.00	\$30,000.00	\$0.00	\$0.00
	K8-2013-01-11-03	SUPPORT FOR DUI COURTS	\$0.00	\$200,000.00	\$0.00	\$200,000.00	\$200,000.00	\$0.00	\$0.00
	K8-2013-01-11-04	TSRP	\$0.00	\$160,000.00	\$0.00	\$160,000.00	\$160,000.00	\$0.00	\$0.00
	K8-2013-01-11-05	CHECKPOINT COLORADO	\$0.00	\$270,000.00	\$0.00	\$270,000.00	\$270,000.00	\$0.00	\$0.00
	K8-2013-01-11-06	MADD CO UNDERAGE DRINKING PREVENTION	\$0.00	\$69,000.00	\$0.00	\$69,000.00	\$69,000.00	\$0.00	\$0.00
	K8-2013-01-11-07	DUI REDUCTION AND PREVENTION	\$0.00	\$50,000.00	\$0.00	\$50,000.00	\$50,000.00	\$0.00	\$0.00
	K8-2013-01-11-08	DRE/ID TECH TRANSFER	\$0.00	\$0.00	\$0.00	\$25,000.00	\$25,000.00	\$0.00	\$0.00
	K8-2013-01-11-09	IMPAIRED DRIVING ENFORCEMENT	\$0.00	\$400,000.00	\$0.00	\$400,000.00	\$400,000.00	\$0.00	\$0.00
	K8-2013-01-11-11	EVIDENTIARY BLOOD ALCOHOL TESTING PROGRA	\$0.00	\$800,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	K8-2013-01-11-12	DUI COUNTERMEASURES	\$0.00	\$2,500,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	K8-2013-01-11-14	LEAF	\$0.00	\$459,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	K8-2013-01-11-15	SMART ROADS	\$0.00	\$57,000.00	\$0.00	\$57,000.00	\$57,000.00	\$0.00	\$0.00

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State: Colorado		Highway Safety Plan Cost Summary		Page: 6					
		2013-HSP-1		Report Date: 08/16/2012					
		For Approval							
Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local	
	K8-2013-01-11-16	IMPAIRED DRIVING PREVENTION PROGRAMS	\$0.00	\$18,000.00	\$0.00	\$18,000.00	\$18,000.00	\$0.00	\$0.00
	K8-2013-01-11-17	HIGH VISIBILITY IMPAIRED DRIVING ENFORCE	\$0.00	\$1,500,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	K8-2013-01-11-18	FY13 DUI FUNDING	\$0.00	\$180,000.00	\$0.00	\$180,000.00	\$180,000.00	\$0.00	\$0.00
	K8-2013-01-11-19	DENVER DUI ENFORCEMENT AND CAPACITY ENHA	\$0.00	\$250,000.00	\$0.00	\$250,000.00	\$250,000.00	\$0.00	\$0.00
	K8-2013-01-11-20	CHECKPOINT EQUIPMENT	\$0.00	\$0.00	\$0.00	\$25,000.00	\$25,000.00	\$0.00	\$0.00
	K8-2013-01-11-21	DRE TRAINING	\$0.00	\$0.00	\$0.00	\$50,000.00	\$50,000.00	\$0.00	\$0.00
	K8-2013-01-11-22	DUI COURT ADMINISTRATION	\$0.00	\$1,500,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	K8-2013-12-98-01	IMPAIRED DRIVING PROGRAM SUPPORT	\$0.00	\$0.00	\$0.00	\$180,000.00	\$180,000.00	\$0.00	\$0.00
	410 Alcohol SAFETEA-LU Total		\$0.00	\$8,503,000.00	\$0.00	\$2,024,000.00	\$2,024,000.00	\$0.00	\$0.00
410 Alcohol SAFETEA-LU Paid Media									
	K8PM-2013-08-81-01	HIGH-VISIBILITY DUI ENFORCEMENT PR/EVAL	\$0.00	\$0.00	\$0.00	\$275,000.00	\$275,000.00	\$0.00	\$0.00
	K8PM-2013-08-81-02	HIGH-VISIBILITY DUI ENFORCEMENT PAID MED	\$0.00	\$0.00	\$0.00	\$300,000.00	\$300,000.00	\$0.00	\$0.00
	K8PM-2013-08-81-03	HIGH-VISIBILITY DUI ENFORCEMENT-LATINO &	\$0.00	\$0.00	\$0.00	\$75,000.00	\$75,000.00	\$0.00	\$0.00
	410 Alcohol SAFETEA-LU Paid		\$0.00	\$0.00	\$0.00	\$650,000.00	\$650,000.00	\$0.00	\$0.00
	410 Alcohol SAFETEA-LU Total		\$0.00	\$8,503,000.00	\$0.00	\$2,674,000.00	\$2,674,000.00	\$0.00	\$0.00
2010 Motorcycle Safety									
	K6-2013-08-81-04	MOTORCYCLE SAFETY	\$0.00	\$0.00	\$0.00	\$101,000.00	\$101,000.00	\$0.00	\$0.00
	2010 Motorcycle Safety		\$0.00	\$0.00	\$0.00	\$101,000.00	\$101,000.00	\$0.00	\$0.00
	2010 Motorcycle Safety Total		\$0.00	\$0.00	\$0.00	\$101,000.00	\$101,000.00	\$0.00	\$0.00
2011 Child Seats									
	K3-2013-06-61-02	CPS TEAM COLORADO	\$0.00	\$72,000.00	\$0.00	\$200,000.00	\$200,000.00	\$0.00	\$0.00
	K3-2013-06-61-16	SAFE KIDS LARIMER COUNTY CPS PROGRAM	\$0.00	\$22,500.00	\$0.00	\$62,000.00	\$62,000.00	\$0.00	\$0.00
	K3-2013-06-61-19	AURORA CPS CAMPAIGN	\$0.00	\$16,500.00	\$0.00	\$46,000.00	\$46,000.00	\$0.00	\$0.00
	K3-2013-06-61-20	CPS PROGRAM EXPANSION TO THE UNDERSERVED	\$0.00	\$21,600.00	\$0.00	\$60,000.00	\$60,000.00	\$0.00	\$0.00

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State: Colorado		Highway Safety Plan Cost Summary		Page: 7					
		2013-HSP-1		Report Date: 08/16/2012					
		For Approval							
Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local	
2011 Child Seat Incentive Total			\$0.00	\$132,600.00	\$0.00	\$368,000.00	\$368,000.00	\$0.00	
2011 Child Seats Total			\$0.00	\$132,600.00	\$0.00	\$368,000.00	\$368,000.00	\$0.00	
NHTSA Total			\$0.00	\$10,830,175.00	\$0.00	\$8,789,554.00	\$8,789,554.00	\$2,486,000.00	
Total			\$0.00	\$10,830,175.00	\$0.00	\$8,789,554.00	\$8,789,554.00	\$2,486,000.00	

For more information please contact:

Darrell Lingk
Director
Office of Transportation Safety
Colorado Department of Transportation
4201 East Arkansas Avenue, 3rd Floor
Denver, CO 80222
Phone: 303-757-9465
Fax: 303-757-9078
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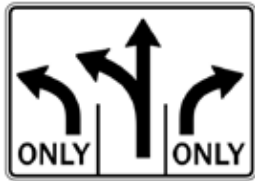
Report prepared by:

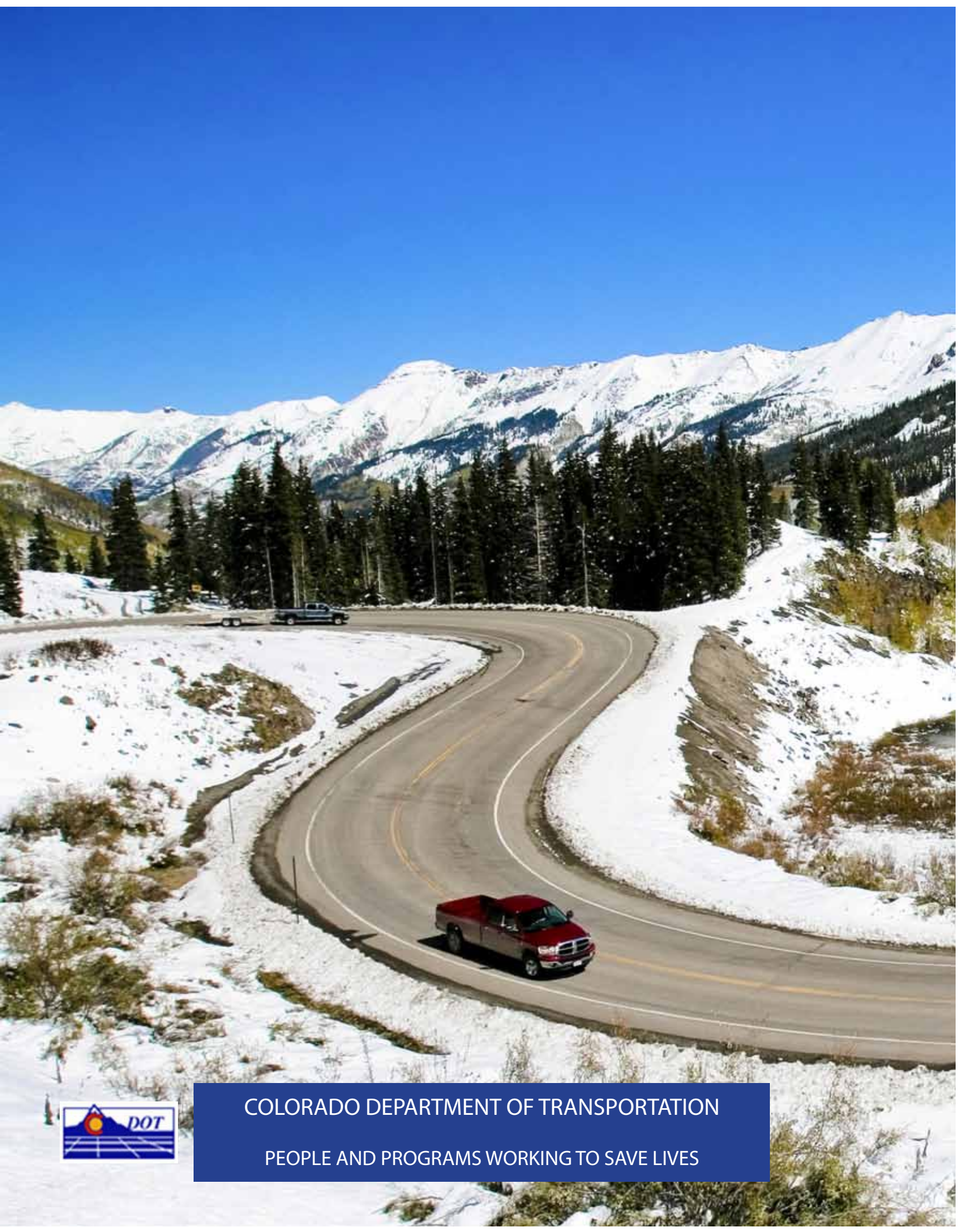
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COLORADO DEPARTMENT OF TRANSPORTATION

PEOPLE AND PROGRAMS WORKING TO SAVE LIVES



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

Region 8
Colorado, Nevada, North Dakota,
South Dakota, Utah, Wyoming

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Fax: 720-963-3124

September 26, 2012

The Honorable John Hickenlooper
Governor of Colorado
State Capitol
Denver, CO 80203

Dear Governor Hickenlooper:

We have reviewed Colorado's fiscal year (FY) 2013 Performance Plan, Integrated [Highway] Safety Plan, Certification Statement, and Cost Summary (HS Form 217), as received on August 22, 2012. Based on these submissions, we find your State's highway safety program to be in compliance with the current requirements of the Section 402 program.

This determination does not constitute an obligation of Federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 402 program funds will be effected in writing by the National Highway Traffic Safety Administration (NHTSA) Administrator at the commencement of FY 2013. However, Federal funds reprogrammed from the prior-year Highway Safety Program (carry-forward funds) will be available for immediate use by the State on October 1, 2012. Reimbursement will be contingent upon the submission of an updated HS Form 217 (or its electronic equivalent), consistent with the requirements of 23 CFR 1200.14(d), within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later. Specific comments relative to the approval action have been provided to your representative for highway safety, Mr. Donald Hunt, for his consideration and action.

In reviewing the State's most recent fatality data, Colorado saw improvements in several traffic safety areas. Using the most current data available (2010), the percentage of alcohol impaired drivers involved in fatal crashes decreased from 34 percent in 2009 to 28 percent in 2010. Also, there were slight decreases in the percentage of unbelted fatalities (from 55 percent in 2009 to 53 percent in 2010), and in motorcycle-related deaths, which fell from 19 percent in 2009 to 18 percent in 2010.

In 2010, 18 fewer people lost their lives on Colorado highways than in 2009. Over the last 5 years, 87 (or 16 percent fewer) people have been killed in motor vehicle crashes, an important achievement by highway safety advocates statewide.

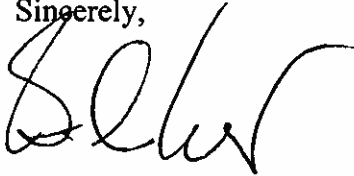


Turning to the year ahead, significant challenges remain. Seat belt usage proves to be the best method to prevent traffic-related fatalities and injuries, yet the State's 2011 Seat Belt Survey reflects a statewide use of 82 percent, falling below the national average. Colorado continues to be one of 18 states that has *not* passed a primary seat belt law—a proven means to prevent needless injury and death. The adoption of a primary enforcement law should be our mutual priority in 2013; however, in the interim, Colorado should review the data and identify gaps and then implement countermeasures using their unspent highway safety grant funds to achieve the performance measure objectives shown in the FY2013 HSP.

On July 6, 2012, the President signed into law the "Moving Ahead for Progress in the 21st Century Act" (MAP-21), which provides specific funding for highway safety totaling \$500 million in 2013 and \$507 million in 2014. MAP-21 builds on SAFETEA-LU's foundation, while refining frameworks for pre-existing programs, codifying the NHTSA/Governors Highway Safety Association (GHSA) performance standards, and adding new distraction and graduated driver licensing grant programs to Colorado's vital transportation infrastructure. The statutory grant language is proscriptive; thus we will assist the Office of Transportation Safety in evaluating how it may qualify for the new resources in FY 2013.

As indicated by the Department of Transportation's goals and performance measures, opportunities exist, and much work remains to better highway safety in Colorado. As always, your visible support of traffic safety issues is appreciated.

Sincerely,

A handwritten signature in black ink, appearing to read "Bill R. Watada". The signature is fluid and cursive, with a large initial "B" and "W".

Bill R. Watada
Regional Administrator

cc: Don Hunt, Governor's Representative for Highway Safety, Department of Transportation
Darrell Lingk, Director Office of Transportation Safety
John Cater, Division Administrator, Federal Highway Administration, Lakewood, CO
Mary D. Gunnels, Ph.D., Associate Administrator, NHTSA, Office of Regional Operations
and Program Delivery, Washington, D.C.



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

Region 8
Colorado, Nevada, North Dakota,
South Dakota, Utah, Wyoming

12300 West Dakota Avenue
Suite 140
Lakewood, CO 80228
Phone: 720-963-3100
Fax: 720-963-3124

September 26, 2012

Mr. Don Hunt, Executive Director
Governor's Representative for Highway Safety
Colorado Department of Transportation
4201 E. Arkansas Avenue
Denver, CO 80222

Dear Mr. Hunt:

We have reviewed Colorado's fiscal year (FY) 2013 Performance Plan, Integrated [Highway] Safety Plan, Certification Statement, and Cost Summary (HS Form 217), as received on August 22, 2012. Based on these submissions, we find your State's highway safety program to be in compliance with the current requirements of the Section 402 program.

This determination does not constitute an obligation of Federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 402 program funds will be effected in writing by the National Highway Traffic Safety Administration (NHTSA) Administrator at the commencement of FY 2013. However, Federal funds reprogrammed from the prior-year Highway Safety Program (carry-forward funds) will be available for immediate use by the State on October 1, 2012. Reimbursement will be contingent upon the submission of an updated HS Form 217 (or its electronic equivalent), consistent with the requirements of 23 CFR 1200.14(d), within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later.

In reviewing the State's most recent fatality data, Colorado saw improvements in several traffic safety areas. Using the most current data available, the percentage of alcohol impaired drivers involved in fatal crashes decreased from 34 percent in 2009 to 28 percent in 2010. Also, there were slight decreases in the percentage of unbelted fatalities from 55 percent in 2009 to 53 percent in 2010 and in motorcycle-related deaths from 19 percent in 2009 to 18 percent in 2010. The bottom line measure of success continues to be the total number of lives lost. Colorado's downward trend continued in 2010; 18 fewer people lost their lives on Colorado highways than in 2009. In the last 5 years, 87 (or 16 percent) fewer people have been killed in motor vehicle crashes.

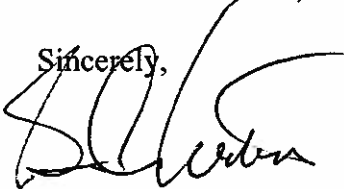
Turning to the year ahead, significant challenges remain. Seat belt usage proves to be the best method to prevent traffic-related fatalities and injuries, yet the State's 2011 Seat Belt Survey reflects a statewide use of 82 percent, falling below the national average. Colorado continues to be one of 18 states that has *not* passed a primary seat belt law—a proven means to prevent needless injury and death. The adoption of a primary enforcement law should be our mutual priority in 2013; however, in the interim, Colorado should review the data and identify gaps and then implement countermeasures using their unspent highway safety grant funds to achieve the performance measure objectives shown in the FY2013 HSP.

On July 6, 2012, the President signed into law the "Moving Ahead for Progress in the 21st Century Act" (MAP-21), which provides specific funding for highway safety totaling \$500 million in 2013 and \$507 million in 2014. MAP-21 builds on SAFETEA-LU's foundation, while refining frameworks for pre-existing programs, codifying the NHTSA/GHSA performance standards, and adding new distraction and graduated driver licensing grant programs to Colorado's vital transportation infrastructure. The statutory grant language is proscriptive; thus we will assist the Office of Transportation Safety in evaluating how it may qualify for the new resources early in FY 2013.

Enclosed you will find an addendum with recommendations for your consideration. In an effort to continually strengthen the annual state highway safety plan, we will work with your Office of Transportation Safety (OTS) towards implementing the recommendations in advance of the FY 2014 highway safety plan submission.

For additional information or discussion of these items, please have Darrell Lingk, or a member of his staff, contact me at 720-963-3100.

Sincerely,



Bill R. Watada
Regional Administrator

Enclosure

cc: Darrell Lingk, Director, Office of Transportation Safety
Charles Myers, Manager, Safety and Traffic Engineering Branch
John Cater, Division Administrator, Federal Highway Administration, Lakewood, CO
Mary D. Gunnels, Ph.D., Associate Administrator, NHTSA, Office of Regional Operations
and Program Delivery, Washington, D.C.

**Colorado's Integrated Safety Plan for Fiscal Year (FY) 2013 Highway Safety Funds
NHTSA Region 8 Conditions and Recommendations**

MAJOR EQUIPMENT PURCHASE APPROVAL

No capital equipment acquisition requests in Colorado's FY 2013 Highway Safety Plan (HSP) are approved at this time. An individual request must be submitted to the Regional Administrator for approval prior to its purchase. The request must include the following: the equipment item; application to conforming standards [if any]; per unit cost; the purpose for the purchase; link to the problem identification; use in Colorado's highway safety program; and anticipated effect/outcome. All capital equipment must be controlled within the State property management system. All major equipment purchases should be part of a program that addresses a data driven highway safety problem.

CONDITIONS FOR HSP APPROVAL

E-Citation Projects

The purpose of a citation tracking system is to provide the highway safety community with a resource for evaluating the effectiveness of the State's enforcement of its traffic laws. The Region is concerned about the investment of federal funds in the E-citation projects for the Arapahoe County Sheriff's Office, and the Greenwood Village, Lafayette, and Longmont Police Departments listed in FY2013 HSP. Based on the project description, it does not appear that the State is looking beyond the data collection component of a citation tracking system. Specifically, the concern is that the federal funds, totaling \$266,904, will be used to develop e-citation applications that are disparate, incompatible with other systems, and be counterproductive to the goal of streamlining the flow of citations from law enforcement to the courts and to the driver history files. Therefore, all of the E-citations projects in the FY2013 HSP are conditionally approved pending the submission of a plan describing the Traffic Records Coordinating Committee's (TRCC) strategy for establishing a citation tracking system.

RECOMMENDATIONS TO STRENGTHEN PROGRAM

The following suggestions are intended to strengthen the State's HSP in future funding years. Regional program managers will work with the Office of Traffic Safety (OTS) and Safety and Traffic Engineering Branch throughout FY 2013 to move towards achieving these recommendations prior to the submission of the FY 2014 HSP.

Adult Occupant Restraint Use Projects

There are at least 19 projects, totaling \$1,092,000, in the FY 2013 HSP that list child passenger safety (CPS) as the focus. 53 percent of the State's passenger vehicle fatalities were unrestrained in 2010, and 98 percent of those unrestrained fatalities were adults and teens, reinforcing that a proportionate share of resources needs to be allocated to adult occupant protection. The OTS should broaden the focus of these 19 CPS projects to achieve increased belt use in the teen and adult populations.

With the passage of MAP-21, states will have to become more data driven in their selection of countermeasures and projects. The State will be asked to demonstrate that the resources requested for any activity is justified in data, that the project falls within a priority area, and that the dollars being spent are necessary to accomplishing in performance measures objectives. With the changes in MAP-21, the State should evaluate the highway safety funding allocated to CPS and should develop a plan that identifies alternative funding sources, thus lessening the reliance on highway safety funds.

Liquidation §154 Penalty Transfer Funds

Currently Colorado has an unexpended balance of \$1,101,403 in §154(HE) penalty transfer funds. These funds were awarded in FY 2005. In the coming months, we will be scheduling a meeting with Charles Myers, Safety and Engineering Branch, to develop a plan for expending these remaining funds during FY2013.

COMMENDATION

Impaired Driving Program

The Office of Transportation Safety and their partners has been aggressively tackling Colorado's impaired driving problem by implementing proven countermeasures such as DUI courts, sustained high visibility enforcement (sobriety checkpoints and saturation patrols), and an Inter-agency Task Force on Drunk Driving. Additionally the passage of legislation requiring ignition interlocks for all repeat DUI offenders has contributed to the State's decrease in alcohol impaired drivers. All of this has contributed to a reduction in the percentage of alcohol impaired drivers involved in fatal crashes from 34 percent in 2009 to 28 percent in 2010. We commend Colorado for being a low fatality state for the fifth year in a row.