



SB24-195: Protect Vulnerable Road Users

More Funding for Vulnerable Road User Safety

In an effort to address the rising fatalities on Colorado's roadways, SB 24-195 allocates a portion of the Road Safety Fund established by FASTER to Vulnerable Road User projects. These funds are essential for the construction and maintenance of projects to enhance state highway safety.

FASTER established the Road Safety Fund to support the construction, reconstruction, or maintenance of projects that the state Transportation Commission, a county, or municipality determine are needed to enhance the safety of a state highway, county road, or city street. The fund dollars are allocated based on a statutory formula: 60% to CDOT, 22% to counties, and 18% to municipalities. For CDOT, FASTER provides approximately \$80 million per year in safety funds.

Enabling CDOT and CSP to Utilize AVIS Technology

The second element of SB24-195 enables both CDOT and the Colorado State Patrol to implement a speed enforcement program utilizing Automated Vehicle Identification Systems. These provisions are elements we identified needing after the state legislature passed SB23-200, which expanded the use of AVIS. This paved the way for meaningful conversations between CDOT and CSP regarding the implementation of a state AVIS program.

Frequently Asked Questions

How much funding will now be dedicated to VRU projects from FASTER safety?

10% or at least \$7 million of FASTER safety funds will be allocated to VRU projects.

Does this result in the cancellation of existing projects?

This allocation will not result in the cancellation of existing projects. SB24-195 strikes the right balance to ensure the other roadway projects that have already been promised will still continue while simultaneously advancing VRU safety initiatives on state highways.

Is this taking away any authority for local governments to designate AVIS corridors on state highways?

No, the AVIS statute already requires local governments to coordinate with CDOT and CSP when designating AVIS corridors. This bill further identifies what the designation process will look like. It is not CDOT's intention to prevent local governments from deploying AVIS technology.

How much funding does the state expect to generate from AVIS?

We do not have predictions at this time. These programs are expensive to run and start up costs can be high. There may be some years where the state breaks even on operation costs and other years where we have a small amount of excess revenue to dedicate to additional VRU projects.

The bill requires CDOT to establish engineering methodology and practices to prioritize safety over speed on high injury networks. What will this look like in practice?

The requirement is tied to the the VRU reduction targets that we are required to set in accordance with this bill. This bill commits CDOT to look at speed management strategies to reduce VRU fatalities. If the department identifies a high VRU injury area, speed management activities such as AVIS or infrastructure to slow speeds and lower posted speed limits will be prioritized in order to lower future injuries.

VOTE YES ON SB24-195