

2009 Master Plan

Vermont Governor's Highway Safety Program





VERMONT GOVERNOR'S HIGHWAY SAFETY PROGRAM

Governor's Highway Safety Program

5 Park Row

Waterbury, Vermont 05671

www.vthighwaysafety.com

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Contact Information

Thomas R. Tremblay, *Commissioner*, Department of Public Safety
Governor's Representative for Highway Safety
103 South Main Street, Waterbury, VT 05671-2101
Phone 802-241-5200

Francis X. Aumand III, *Director*, Criminal Justice Services
103 South Main Street, Waterbury, VT 05671-2101
Phone 802-241-5488

Governor's Highway Safety Program
5 Park Row, Waterbury, VT 05671-3201

Jeanne Johnson, *Coordinator*
jejohnso@dps.state.vt.us Phone 802-241-5501

Susan Aikman, *Grants Management Specialist*
saikman@dps.state.vt.us Phone 802-241-5504

Robert King, *Grants Program Manager*
rking@dps.state.vt.us Phone 802-241-5519

Michele Laberge, *Child Passenger Safety Specialist*
mlaberge@dps.state.vt.us Phone 802-241-5503

Steve Reckers, *Alcohol Safety Program Coordinator*
sreckers@dps.state.vt.us Phone 802-241-5505

Betsy Ross, *Public Information Officer*
bross@dps.state.vt.us Phone 802-241-5511

Mission Statement

The Governor's Highway Safety Program facilitates and supports, with federal grants, a statewide network to promote safe driving behavior on the highways. Groups supported include community traffic safety programs, state, county and municipal traffic law enforcement; and state Departments of Liquor Control, Public Safety and Health. Major program areas are occupant protection (safety belts, child passenger safety and motorcycle helmets), impaired driving, speed, and motorcycle, pedestrian and bicycle safety.

Performance Plan

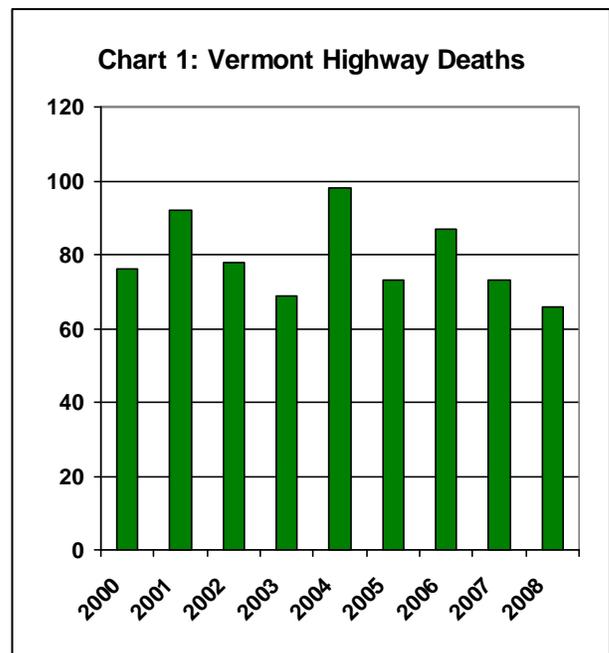
State Of Vermont Governor's Highway Safety Program

Planning Process & Problem Identification

We developed the 2009 Vermont Highway Safety Performance Plan (HSPP) in cooperation with and complementary to the actions identified in the Vermont Strategic Highway Safety Plan (SHSP) initiative and its implementation. The data analysis and problem identification for the SHSP is guided by the same goals of reducing crashes, deaths (Chart 1) and injuries on our roadways.

The initiative brought interested parties and safety advocates from all over the State to review traffic crash data for the purpose of identifying which issues have the largest potential to improve safety on our roads. The group was presented data (Table 2) organized according to the Critical Emphasis Areas developed by American Association of State Highway and Transportation Officials. Based upon the analysis presented, over 100 Vermont safety advocates chose the emphasis areas they felt would result in the greatest reduction in serious traffic crashes.

The initial group of Vermont participants chose seven issues on which to work. Of the seven emphasis areas chosen, five were behavioral issues – impaired, aggressive, and distracted driving, failure to use safety belts and over representation in crashes of young drivers. The other two areas chosen were run off road crashes and intersection operation.



Subsequent meetings of SHSP subcommittees brought together, on issues of mutual concern, partners who do not usually work together, empowering the groups to make decisions about priorities and mutual goals. And, in each gathering, it was clear that behavioral issues are in the greatest need of attention and offer the best potential savings

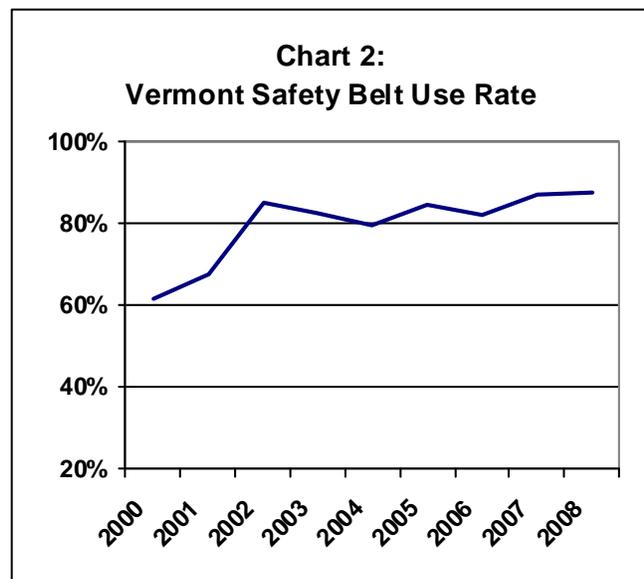
in human life. The need was recognized for involving all five “E”s (engineering, education, enforcement, emergency medical services and evaluation), and brainstorming activity offered an opportunity to begin to work more collaboratively.

The 2009 Vermont Highway Safety Performance Plan continues to emphasize the issues of impaired driving, occupant protection and young driver improvement. The selection of these issues by the Vermont Strategic Highway Safety Plan group validates the efforts the Highway Safety Program has been pursuing since its origination. The Highway Safety Program fully supports the initiatives of the State’s Strategic Highway Safety Plan and staff members sit on many of the working groups developed in the SHSP process.

Project Selection

The projects chosen for the 2009 Vermont Highway Safety Performance Plan are strategies that are working for Vermont. To combat drinking and driving, the threat of being caught is an effective deterrent. So, we have an active program of law enforcement patrols and checkpoints to put officers on the street to both give the impression that if you drink and drive, you will be caught and to actually catch and prosecute as many impaired drivers as possible. The threat of a ticket is also effective in encouraging motorists to Buckle Up. On that front we participate in the NHTSA Click It or Ticket campaigns and pursue an active public education effort. Because young drivers are an area of increased interest both locally and nationally, the Vermont Program puts special emphasis on that part of the driving population to grow safer drivers through peer-to-peer educational activities. We believe the mix of enforcement of highway safety laws, the education of the public to safer habits and the increased attention paid to our newest drivers will continue to show the improvements Vermont has realized in the past decades.

While there may be no new resources to address problems, identifying problem areas that can offer the greatest improvements and addressing them with multiple tactics and multiple partners may create results never before achieved. The implementation of the Click It or Ticket model in 2002, and its continued application, and the results achieved in Vermont tell us we are getting more people in Vermont to use safety restraints (Chart 2). We will continue this effort to increase belt use.



The 2009 Vermont Highway Safety Performance Plan is based on the work done by a large coalition of highway safety advocates to develop the Vermont Strategic Highway Safety Plan (SHSP) required by SAFETEA-LU through the Federal Highway Administration (FHWA). The Vermont SHSP has developed to the point of specialized functional areas groups developing Action Plans to implement individual strategies. The Vermont Highway Safety Program staff developed the projects in the 2009 Highway Safety Performance Plan to support the strategies and action plans emerging from the SHSP process.

The Highway Safety Program Office has participated in the development of the SHSP for Vermont from the beginning. The tasks and activities planned in the 2009 HSPP support the intent and spirit of cooperation and synergy intended at the inception of the SHSP process. The development of the Vermont SHSP started in December 2005. The Vermont Agency of Transportation hosted the first meeting of the Vermont highway safety stakeholders (See Participant List). At that time, the advocates reviewed the most current data available on fatal and serious injury crashes. After dividing the large group into small groups for discussion of the data, the 22 emphasis areas developed by the American Association of State Highway and Transportation Officials (AASHTO) and considering the conditions existing in Vermont, the entire group chose the areas they felt would be most effective in reducing crashes, fatalities and injuries. The group consensus choices for the Critical Emphasis Areas to concentrate on were:

1. Keeping Vehicles on Roadway and Minimizing the Consequences of Leaving the Road
2. Improving Young Driver Safety
3. Increasing Seat Belt Use
4. Improving the Design and Operation Of Highway Intersections
5. Reducing Impaired Driving
6. Curbing Speed And Aggressive Driving
7. Keeping Drivers Alert

The next step in the process was to organize working groups for the seven chosen emphasis areas. The SHSP process managers (Core Group) ensured the seven emphasis area groups had broad representation from the constituent groups and individual members were not always within their comfort zone. The result of the initial workshop was seven committees to work on the selected issues.

Each committee then began a process to develop strategies. Individually, the committees identified data needed to further define the problem within the emphasis area under consideration. Upon receipt of the in-depth data analysis, the committees each developed several strategies for their individual emphasis areas. See *Critical Emphasis Area and Strategies Matrix* below. The entire Vermont Strategic Highway Safety Plan is posted on the Agency of Transportation web site at <http://highwaysafety.vermont.gov/>.

After the committees developed the strategies, the Core Group reviewed the results and realized the strategies for each emphasis areas fell into four broad functional areas: legislative, outreach, infrastructure

SHSP Participants

- AAA Northern New England
- Addison Regional Planning Commission
- American Traffic Safety Services Assn
- Associated General Contractors of Vermont
- Bellavance Trucking
- Bennington County Regional Commission
- Bennington County Sheriff's Office
- Burlington Police Department
- Central VT Regional Planning Commission
- Chittenden County MPO
- Chittenden County Sheriff's Department
- City of Barre Police Department
- City of Burlington
- City of Rutland Police Department
- City of South Burlington Police Department
- City of Springfield Police Department
- City of Vergennes Police Department
- Co-operative Insurance Companies
- Emergency Nurses Association
- Federal Highway Administration
- Federal Motor Carrier Safety Administration
- FR Lafayette, Inc.
- Franklin County Sheriff's Department
- Governor's Highway Safety Program
- Hoyle, Tanner & Associates, Inc.
- Lamoille County Planning Commission
- Lamoille County Sheriff's Department
- Mt. Mansfield Union HS Drivers Ed
- NHTSA New England Region
- Northwest Regional Planning Commission
- Orange County Sheriff's Department
- Otis & Brooks, P.C
- Rutland County Sheriff's Department
- S. Windsor City Regional Planning Com
- Shelburne Communications Center
- St. Albans City Police Department
- Town of Barre
- Town of Bellows Falls Police Department
- Town of Berlin Police Department

and law enforcement. The stakeholders met, agreed with the consensus and recommendations of the Core Group and reorganized the effort into functional groups. These functional groups are still actively working to develop Action Plans to implement the strategies.

The Highway Safety Program staff reviewed the Vermont Strategic Highway Safety Plan CEAs, strategies and draft action plans. The data used to originally select the seven Critical Emphasis Areas were recomputed from the most current crash data available to ensure the CEAs were still relevant (See Table 2). The staff then developed the 2009 Highway Safety Performance Plan to support the strategies and, specifically, the tasks in those plans. A matrix of the emphasis areas and the strategies developed by the Critical Emphasis Area groups is in Table 1 below.

**Table 1: Vermont Strategic Highway Safety Plan
Critical Emphasis Area (CEA) and Strategy Matrix**

CEA 1: Keeping Vehicles on Roadway & Minimizing the Consequences of Leaving the Road	
Strategies	Pilot program to implement low cost safety improvements on local road systems.
	Provide improved delineation in low visibility conditions.
	Provide edge line or centerline rumble strips.
	Improve roadside geometry by eliminating shoulder drop-offs, and providing safer side slopes and ditches.
	Improve advanced warning & delineation of unexpected changes in horizontal alignment.
	Improve clear zone by removing, relocating, shielding or delineating roadside objects.
CEA 2: Improving Young Driver Safety	
Strategies	Strengthen the VT graduated licensing law for young drivers.
	Improve initial driver education and advanced skill training.
	Improve parental accountability in young driver training and behavior.
CEA 3: Increasing Seat Belt Use	
Strategies	Raise awareness of the importance of safety belts & the link to air bag effectiveness.
	Pursue a standard safety belt law.
	Increase enforcement of traffic safety laws in Vermont.

	Engage the Vermont business community in mitigation efforts.
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CEA 4: Improving The Design & Operation Of Highway Intersections	
Strategies	Improve operation at intersections.
	Improve visibility by providing enhanced signing and delineation.
	Improve maintenance and visibility of signs and markings.
	Improve geometry at intersections.
	Implement physical changes on the approaches to and at intersections.
	Improve driver compliance through the use of targeted increased enforcement and traffic control devices at intersections.
	Reduce speed at intersections.
	Increase public awareness at High Crash Locations Implement local program for identifying and prioritizing High Crash Intersections.

CEA 5: Reducing Impaired Driving	
Strategies	Improve the public awareness of impairment.
	Convince the public that DUI apprehension is likely.
	Improve the public awareness of the consequences of impaired driving.
	Convince the public that punishment is likely.

CEA 6: Curbing Speeding and Aggressive Driving	
Strategies	Convince the public that punishment is likely.
	Educate the public to why it is dangerous.
	Convince the public that apprehension is likely.
	Improve the education of novice drivers.
	Develop a remedial driver education course.

CEA 7: Keeping Drivers Alert	
Strategies	Enact cell phone restriction legislation.
	Install shoulder and/or centerline rumble strips.
	Enhance effectiveness/awareness of safety rest stops.
	Increase driver awareness of dangers associated with distractions while driving.

**Table 2: Vermont Strategic Highway Safety Plan
Summary of Major Crashes by Emphasis Areas, 1999-2003 and 2002-06**

Category	Emphasis Area	Major Crashes*	1999-2003	2002-2006
Drivers	Institute Graduated Licensing for Young Drivers	Percent of involving a driver under the age of 21	27%	20%
	Ensure Drivers are Licensed and Fully Competent	Percent of major crashes with citations for DLS or operating with no license	5%	4%
	Sustain Proficiency in Older Drivers	Percent of major crashes involving a driver between the ages of 65 and 74	7%	7%
		Percent of major crashes involving a driver over the of age of 74	6%	7%
	Curb Aggressive Driving	Percent of major crashes with excessive speed, following too closely or driving in erratic, reckless or aggressive manner listed as a contributing factor	15%	16%
	Reduce Impaired Driving	Percent of major crashes alcohol-related	19%	21%
	Keep Drivers Alert	Percent of major crashes with inattention or fatigued, or asleep listed as a contributing factor	14%	15%
		Percent of major crashes with driver's condition listed as fell asleep or fatigued	4%	6%

	Increase Seat Belt Usage and Improving Airbag Effectiveness	Percent of fatally or severely injured vehicle occupants that were not using a restraint device	24%	25%
Special Users				
	Make Walking and Street Crossing Easier	Percent of major crashes that involved pedestrian(s)	7%	7%
	Ensure Safer Bicycle Travel	Percent of major crashes that involved bicyclists	2%	2%
Vehicles				
	Improve Motorcycle Safety and Increasing Motorcycle Awareness	Percent of major crashes involving motorcycles	9%	11%
	Make Truck Travel Safer and Operators Fully Competent	Percent of major crashes involving heavy trucks	7%	6%
Highways				
	Reduce Vehicle-Train Crashes	Percent of major crashes involving a collision with a train	0%	0%
	Keep Vehicles on the Roadway	Percent of major crashes involving running off the road	38%	37%
	Minimize the Consequences of Leaving the Road	Percent of major run-off the road crashes:		
		- Overturned	27%	33%
		- Collision with tree/large bush	27%	38%
		- Collision with pole/sign	13%	15%
		- Collision with guard rail/curb	13%	17%
		- Collision with other fixed object	12%	14%
		- Collision with ledge/boulder	8%	12%
	Improve the Design and Operation of Highway Intersections	Percent of major crashes that occurred at an intersection	25%	21%
	Reduce Head-on Crashes	Percent of major crashes that were head-on crashes	12%	15%
	Design Safer Work Zones	Percent of major crashes that occurred in work zones	1%	1%
*Source: Vermont Crash Data (2002-2006) as analyzed by Norwich Studies and Analysis Institute				
Note: Between 2002 and 2006, there were 2,232 major crashes and 2,638 fatalities/incapacitating injuries.				

Goals

NOTE: We use the 3-year average for most goals because our small state has small numbers for annual counts which cause wide variations in the individual years' numbers. Using a 3-year average smoothes the variation for a better measure of how the numbers are changing over the years.

Goal I: Total Fatalities

Reduce the three-year average of fatalities in Vermont to 77 by the end of the 2009 calendar year.

Discussion: Highway fatalities, which are a very broad measure of highway safety in Vermont, have been declining since the late nineties. We intend to continue this trend by applying enforcement and education strategies.

Data: See Chart 1 in [Planning Process and Problem Identification](#) section

Total Fatalities	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Annual Number	104	90	76	92	78	69	98	73	87	66
Three Year Average	96.0	96.7	90.0	86.0	82.0	79.7	81.7	80.0	86.0	75.3

Goal II: Safety Belt Use Rate

Maintain the Statewide Safety Belt Use Rate at 85% or above through 2009 and beyond.

Discussion: We know the best way to reduce highway deaths and injuries to increase safety belt use. The Click It or Ticket effort including aggressive education activities is a proven strategy even without a standard enforcement law. Because Vermont is a nonstandard-enforcement state, we recognize keeping the use rate above 85% is an enormous challenge.

Data: See Chart 2 in [Planning Process and Problem Identification](#) section

Goal IIA: Young Adults (Ages 15-20)

Increase the three-year average safety belt use to 50% for 15 through 20 year old fatalities by the end of the 2009 calendar year.

Discussion: The belt use rate of young adults has been rising for the past decade. With our Click It or Ticket efforts, especially the education aimed at young adults, and the youth programs active throughout the year we expect to see the use rate rise in this population. This age group requires increased attention because as the data below shows, the young adult belt use increases are not keeping up with the general population.

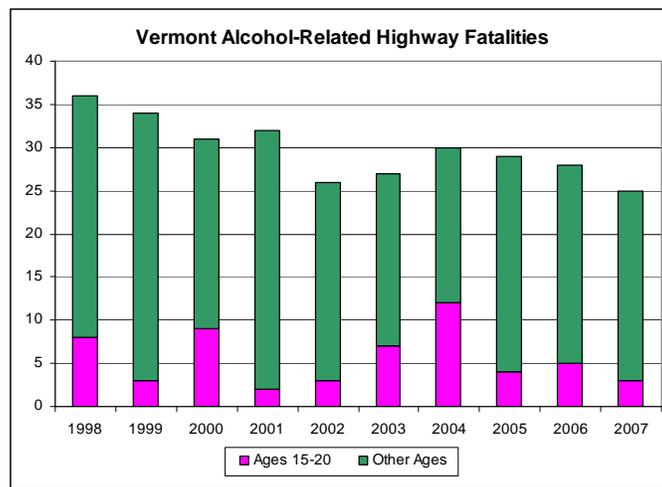
Data:

Percent of Occupant Fatalities Restrained	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Annual Percent Ages 15 – 20	10%	25%	46%	17%	44%	42%	50%	25%	58%	25%
Three Year Average	27%	26%	27%	29%	36%	34%	45%	40%	44%	36%
Annual Percent All Ages	24%	23%	46%	30%	40%	52%	47%	43%	44%	51%
Three Year Average	27%	27%	29%	31%	37%	41%	46%	47%	45%	46%

Goal III: Alcohol-Related Fatalities

Reduce the three-year average of alcohol-related fatalities in Vermont to less than 26 by the end of the end of the 2009 calendar year.

Discussion: Less alcohol – related fatalities are occurring than five years ago. The average for 1998-2002 was 29.7. The years 2004, 2005 and 2006 showed an increase which was disconcerting. The 2007 result was much better and indicated we were making progress. That progress seems to be repeating in 2008 and our goal of reducing the 3-year average is attainable.



Data:

Alcohol-Related Fatalities	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Annual Number	36	34	31	32	26	27	30	29	28	25
Three Year Average	36.3	34.3	33.7	32.3	29.7	28.3	28.0	29.0	29.3	27.3

Goal IIIA: Young Adults

Reduce the three-year average of alcohol-related fatalities of 15 through 20 year olds in Vermont to less than four by the end of the 2009 calendar year.

Discussion: The level set in this goal may be our biggest challenge. The volatility in the numbers is the most dramatic of all the counts we track. We concentrate on this population and this issue because they represent about 9% of the population of Vermont and are very over-represented in the alcohol-related highway deaths. However, with the amount of effort being directed at the young adult segment, we expect dramatic results.

Data:

Alcohol-Related Fatalities Ages 15-20	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Annual Number	8	3	9	2	3	7	12	4	5	3
Three Year Average	9.0	6.3	6.7	4.7	4.7	4.0	7.3	7.7	7.0	5.0
As a Percent of Total	22%	9%	29%	6%	12%	26%	40%	14%	18%	12%

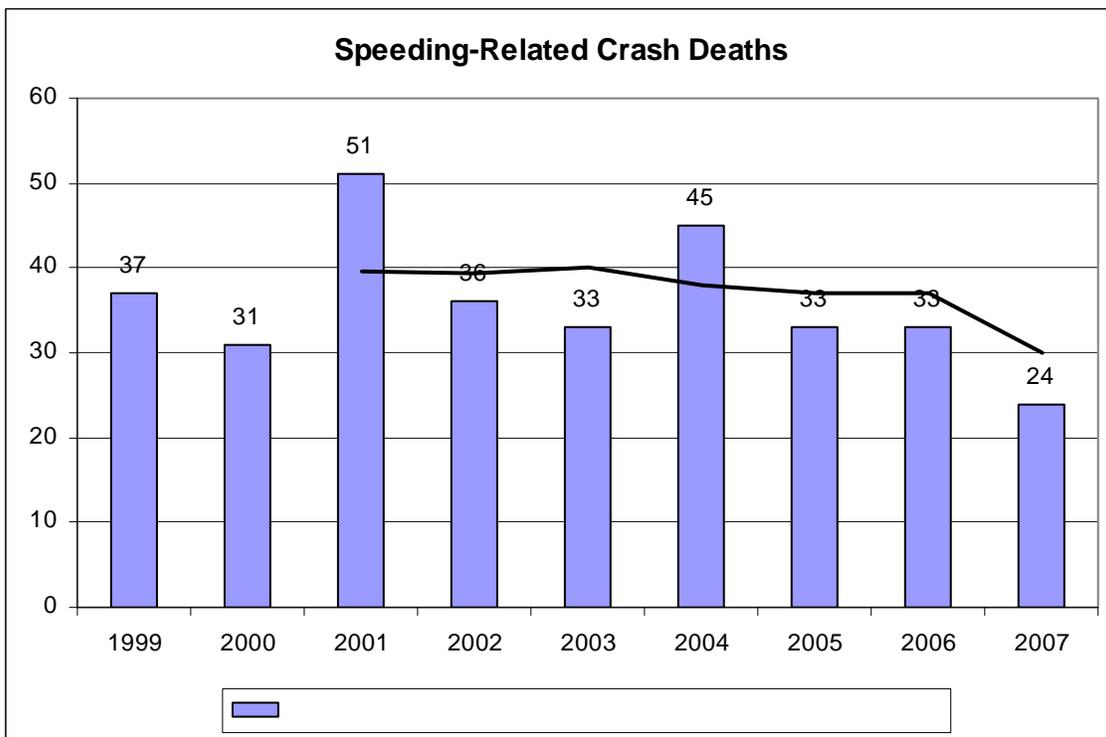
Year	15 – 20 Year Olds				All Other Ages			All Ages		
	Alcohol	Non-alcohol	Subtotal		Alcohol	Non-alcohol	Subtotal	A-R	Not	All
1992	4	13	17		29	49	78	33	62	95
1993	6	12	18		33	59	92	39	71	110
1994	7	9	16		25	36	61	32	45	77
1995	8	11	19		31	56	87	39	67	106
1996	11	5	16		29	43	72	40	48	88
1997	8	6	14		25	57	82	33	63	96
1998	8	12	20		28	56	84	36	68	104
1999	3	14	17		31	42	73	34	56	90
2000	9	9	18		22	36	58	31	45	76
2001	2	7	9		30	53	83	32	60	92
2002	3	8	11		23	44	67	26	52	78
2003	7	6	13		20	36	56	27	42	69
2004	12	9	21		18	59	77	30	68	98
2005	4	9	13		25	35	60	29	44	73
2006	5	10	15		23	49	72	28	59	87
2007	3	3	6		22	38	60	25	41	66

Goal IV: Speed

Reduce the three-year average of speed-related fatalities in Vermont to less than 30 by the end of the 2009 calendar year.

Discussion: Speed multiplies crash severity. Lowering the number of speeding-related deaths will be an indicator of reduced speeds in general. Lower speeds will also equate to fewer total deaths and crashes.

Data:



3-Year average of deaths in Speeding-Related Crashes	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Annual Number	n/a	n/a	n/a	40	39	40	38	37	37	30

Goal V: **Motorcycles**

Reduce the three-year average of motor-cycle fatalities to less than an average of 7.5 per year by the end of the calendar year 2009.

Discussion: Motorcycle riders are another special emphasis segment of the motoring public. Like the rest of the nation, Vermont experienced a spike in motorcycle deaths in the 2004 to 2006 period. The number of deaths from motorcycle crashes in Vermont dropped back in 2007 to earlier levels and we expect the 2008 number to end up in the 5-7 range. Recent police interest in strengthening the helmet law and in recognizing “fake” helmets should further reduce Vermont motorcycle fatalities.

Data:

Motorcycle Fatalities	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Annual Number	4	7	6	11	5	3	11	14	10	7
Three Year Average	4.7	6.0	5.7	8.0	7.3	6.3	6.3	9.3	11.6	10.3

Alcohol & Other Drugs Program Area

Goal: Educate the public about the social and personal dangers of impaired driving in order to change behavior of the general public, and create sufficient deterrence to keep the most dangerous drivers off the road.

Project Title: High Visibility Alcohol Mobilization

Grants to State and Local Police will provide them with resources to utilize off-duty officers who can augment staff shortages to participate in the national alcohol mobilizations. These funds will allow departments to increase their visibility within their own area of responsibility by reimbursing agencies for overtime expenses and mileage during the national alcohol mobilization period. This effort will be supported by earned and paid media, as well as print materials, in order to create the perception of “a cop on every corner”.

Project Title: High Visibility Enforcement of Alcohol Laws at High Crash Locations and Times

Grants to State Police, County Sheriffs and Local Municipal Police Departments will provide up to 10,000 hours of enforcement at high crash locations at times identified by crash data and local historical information.

Project Title: BATMobile Maintenance

Four BATmobiles purchased with OJJDP funds are used for alcohol enforcement. They create a secure work environment in rural areas and inclement weather, and serve as “rolling billboards” to announce police presence.

Project Title: GHSP DUI Task Force

GHSP Law Enforcement Liaisons recruit highly effective alcohol enforcement officers from Vermont State Police, Sheriff Departments and Municipal Police Departments to conduct sobriety checkpoints and saturation patrols at times and locations selected for effective deterrence and visibility. Enforcement dates and locations are associated with high alcohol-related crash risk, as well as historical information concerning events involving significant alcohol abuse.

Project Title: Traffic Safety Resource Prosecutor

Located in the Department of State's Attorneys and Sheriffs, the TSRP supports a legal system of enforcement and prosecution that provides swift and sure consequences for those that endanger the public with their unsafe impaired driving behaviors. The TSRP provides research, training, legal support, policy and procedure guidance to the public safety field, as well as education concerning Vermont laws on impaired driving, graduated driver licensing and other traffic safety issues to the public.

Project Title: Paid Media to Support Alcohol Enforcement Mobilization Periods

Crash data is evaluated to determine the target audience for paid media in support of alcohol mobilizations. This information is used to shape the media message and to determine placement of the message. Coupled with earned media, it is designed to increase awareness of law enforcement presence and the likelihood of apprehension of impaired drivers. Paid media will be used to support the Labor Day national mobilization, and if sufficient funding is available, the traditional Vermont December holiday period, as well, at a time when alcohol consumption is high in this state.

Project Title: Drug Recognition Expert Program

GHSP supports an advisory board and training program to offer DRE support to the State's impaired driving enforcement program. NHTSA and IACP criteria and training are implemented with a careful eye to geographic distribution. Funds are utilized to pay for officer training, conferences, equipment, and when necessary, call-out pay and sample testing. The program is guided by NHTSA and GHSP Law Enforcement Liaisons, State Police, Sheriffs and Municipal departments, Traffic Safety Resource Prosecutor, Criminal Justice Training Council and the Departments of Health, Public Safety and State's Attorneys and Sheriffs.

Project Title: Alcohol Campaign Partnerships

Vermonters and tourists enjoying recreational and hospitality opportunities in our beautiful state often display alcohol consumption patterns that are adverse to highway safety goals. We propose to work with these industries to develop a social norming campaign to promote behavior mutually beneficial to the industries, highway safety goals, and the public.

Project Title: Vermont MADD or Equivalent Startup

Vermont could benefit from a grassroots highway safety advocacy organization, and past efforts have been stifled by administrative difficulties caused by the amount of work required of a part-time effort. Our strategy will be to ensure both advocacy and strong administrative skills are brought to bear in developing the organization, and allow salaries to be covered so it does not need to be a part-time initiative. One of the responsibilities of the fledgling organization would be to develop a self-sufficiency strategy.

Budget:

Alcohol: Budget Summary

Project Title	Budget	Budget Source
National Alcohol Mobilization for County and Local Police Departments	78,050	164 alcohol funds
Vermont State Police National Alcohol Mobilization	25,000	410 funds
Vermont State Police High Visibility Alcohol Enforcement	50,000	410 alcohol funds
Local High Visibility Alcohol Enforcement	370,000	164 alcohol funds
BATMOBILES	2,000	164 alcohol funds
GHSP DUI Task Force	100,000	410 funds
GHSP DUI Task Force – Court Fund for contested tickets issued during task force activity	4,000	402 funds
Traffic Safety Resource Attorney	85,000	410 funds
Paid Media to Support Enforcement and Education	125,000	410 funds
Drug Recognition Export Program	44,300	410 funds
Alcohol Campaign Partnerships	200,000	410 funds
Vermont MADD or equivalent	200,000	410 funds
402 Total	4,000	
Total All Funds	988,650	

Occupant Protection Program Area

Goal: Create sufficient education and enforcement that Vermonters know it is important to buckle up, use child restraints and wear a motorcycle helmet, and expect to do so every trip.

Project Title: Click It or Ticket National Mobilization Seat Belt Enforcement Grants

Grants to Vermont State Police, County Sheriffs and Municipal Police Departments will support approximately 2,000 hours of local enforcement during the National Mobilization period. This will allow grant recipients to augment their regular enforcement presence with additional off-duty officers to enhance public perception of the risks of getting a ticket if they are not buckled up. This local activity will be supported by dedicated Task Forces and Earned and Paid Media.

Project Title: Click It or Ticket National Mobilization Targeted High Visibility Task Force

A highly specialized group of officers from Vermont State Police, Sheriff Departments and Municipal Police Departments work closely with GHSP Law Enforcement Liaison Team to target low safety belt use areas to increase safety belt use with the perception that those not wearing safety belts will receive tickets. By incorporating officers from all over the state, awareness is enhanced by the presence of a large variety of cruisers and uniforms, making it clear that it is not “business as usual” during this national mobilization period. These officers provide local earned media and are supported by statewide paid media. Locations for targeted enforcement are determined from a premobilization safety belt survey and telephone polls.

Project Title: Click It or Ticket Paid Media

Vermont Click It or Ticket messaging is developed based on data review and social marketing concepts. It is targeted to the least-likely safety-belt users in the lowest usage areas of the state. Both the message and its placement are determined by the most current information available. The addition of paid media to enforcement efforts has brought the state safety belt use rate out of the seventy-percentile into the eighties. It creates a public expectation to see enforcement looking for seat belt use, and advises them why it is important. Paid media will be used to support the May 2009 mobilization, and if sufficient resources are available, the Thanksgiving mobilization, as well.

Project Title: Child Passenger Safety Statewide Program

A statewide network of child passenger safety technicians, fitting stations and clinics is supported by National Certification Training, low-income safety seats, a toll-free information line, educational materials, data collection and certification support. Special uses training, such as school bus, hospitals and special needs, is ongoing. A certification course is held annually, as well as certification updates. Technicians are kept informed of recalls and best practices, and materials are made available to the public through outreach programs and provision of materials for day care centers, fitting stations, pediatricians, schools and other organizations that reach parents and children.

Project Title: “Tweens” Campaign

Section 2011 funds have allowed us to enhance the statewide program to focus on “Tweens”, the segment of the population from booster seat to driver education age, whose occupant protection use rates are lower than that of safety seat-age children. New resources have allowed us to provide paid media to support National Child Passenger Safety Week in September, and enhance our support of voluntary fitting stations with grants to support their community service. New public information materials for the “Tweens” community and public outreach efforts are supported by this grant.

Project Title: Vermont Sheriffs Association Rollover Convincer Program

The Vermont Sheriffs Association maintains, transports and provides public education demonstrations with a rollover convincer, utilizing their own deputies and resources. This project would support the Sheriffs Association program by providing funds to repair, refresh and store the current unit, and provide a second unit, perhaps a truck, in order to address a particularly low-belt-use segment of the Vermont population.

Budget:

Occupant Protection: Budget Summary

Project Title	Budget	Budget Source
State and Local CIOT Grants	91,900	402 funds
GHSP CIOT Task Force	150,000	402 funds
CIOT Paid Media	200,000	405 funds
Child Passenger Safety Statewide Program	200,000	402 funds
Child Passenger Safety Program Enhancements	200,000	2011 funds
Tween’s Campaign Child Passenger Safety Program Staff Specialist	100,000	402 funds
Convincer Program Enhancement	50,000	405 funds
402 Total	791,900	
Total All Funds	991,900	

Police Traffic Services Program Area

Objective: Identify high crash locations and times and address problems with targeted, high visibility enforcement.

Project Title: Vermont State Police Traffic Safety Enforcement

Vermont State Police will dedicate troopers from the Traffic Safety Unit and Troop Command Areas to address high crash locations and high crime areas, utilizing data produced by the GHSP-funded Crash Data Analyst. Mapping high crash corridors and locations, and coordinating with crime statistic mapping, will identify locations and roadways to target with high visibility enforcement. Highway Safety funds will be used for overtime hours and cruiser charges, to augment the State-funded regular-time activity.

Project Title: Local Grants for Traffic Safety Enforcement

More than 6,000 hours of Traffic Safety Enforcement will be provided by local Sheriffs, Chiefs and Constables to solve local highway safety problems, based on crash data and historical information. Grant funds will be utilized to reimburse departments for overtime salaries of off-duty officers and cruiser mileage.

Project Title: Department of Motor Vehicles Traffic Safety Enforcement

Off-duty DMV officers utilize highway safety funds to enforce speed laws on high-crash corridors.

Project Title: Police Traffic Services Program Manager

Grant management is provided by a staff member who ensures GHSP policies are followed, enforcement strategies are effective and compliant with best practices and grant documents, and financial transactions are properly documented and accurately reported. This staff member makes field trips to monitor financial management systems, makes recommendations for improvement, and arranges for training when required. Systems are developed to improve monitoring processes and track financial spend down and safety accomplishments.

Project Title: Data-Driven Approaches to Crime and Traffic Safety

A pilot project for this national model has begun with St. Albans, in Franklin County. One of the greatest challenges has been the ability to link crash data with crime data. One of the strongest assets Vermont brings to this initiative is our law enforcement community's ability to work together to solve problems. Since communities that are in need of such an intervention are often host to police departments that are not traditionally participants in highway safety grant programs, this budget allows highway safety staff to support initiatives outside the annual law enforcement grant allocation schedule, which follows a very rigid timeline and is highly competitive.

Project Title: Traffic Safety Summit

Bringing police leaders together to review crash data and trends has proven a very effective strategy in the past to correct highway safety problems. Funds would be used for logistical arrangements and to support guest speakers and materials.

Project Title: Police Training Programs

Past training programs have been helpful in focusing on problems and providing effective models of countermeasure delivery. Speed management, occupant protection, child passenger safety, impaired motorcyclist detection, and training on newly deployed police equipment are being planned.

Budget:

Police Traffic Services Program Area: Budget Summary

Project Title	Budget	Budget Source
Vermont State Police Traffic Safety Enforcement	100,000	402 funds
Local and DMV Grants for Traffic Safety Enforcement	340,000	402 funds
PTS Program Management	100,000	402 funds
DDACTS	125,000	402 funds
Traffic Safety Summit	10,000	402 funds
Police Training Programs	15,000	402 funds
402 Total	690,000	
Total All Funds	690,000	

Emergency Medical Services Program Area

Goal: Ensure all emergency services workers have access to uniform, effective training in order to maintain safety for themselves and their patients on the roadway, and obtain medical help swiftly to ensure positive outcomes for the recipients of their services.

Project Title: Annual Emergency Medical Services Training Conference

The annual EMS Conference presented by the Injury Prevention and Emergency Medical Services Division of the Vermont Department of Health is the preeminent training and networking opportunity for approximately 600 Vermont EMTs, who are predominantly volunteers. Highway safety funds are utilized to support roadway-related speakers and workshops at this conference.

Project Title: Uniform Retro-reflective Safety Vests for EMTs

Vermont EMS will purchase and distribute vest sets that meet the requirements of ANSI Standard 107-2004 and NIMS nomenclature to all 225 ambulance vehicles licensed in Vermont. Instructional materials related to appropriate vest usage will be produced by the VT EMS Office and distributed with the vest sets.

Budget:

Emergency Medical Services Program Area: Budget Summary

Project Title	Budget	Budget Source
Annual EMS Conference	10,000	402 funds
EMT Vests	50,000	402 funds
402 Total	60,000	
Total All funds	60,000	

Motorcycle Safety Program Area

Objective: Prevent motor vehicle crashes from escalating by educating riders and motorists, and assuring riders obey Vermont laws concerning helmets and impairment.

Project Title: Support of Sanctioned Motorcycle Rider Education Program

Replacement motorcycles, helmets and storage containers are a high priority for the Department of Motor Vehicles, due to wear and tear, and a failure of funds generated by the program to keep up with inflation. This equipment will be utilized at State-run official training sites only, under the auspices of State site managers and instructors.

Project Title: Enforcement and Public Training and Awareness

In order to decrease the use of non-DOT-certified helmets, public awareness information will be targeted to motorcyclists, and training in detection of non-regulation helmets will be provided to law enforcement officers. In addition, enforcement training will be provided in detecting impaired motorcyclists. Ongoing work with Driver Education Instructors and Department of Motor Vehicles training and licensing sites will continue. Motorcycle crash data will continue to be evaluated, for the purpose of determining preventive measures and social norming tactics. Vermont Motorcycle crashes do not occur frequently enough to demand just one type of countermeasure, but an effort is being made to find the most effective countermeasures to address a wide variety of locations and problems.

Budget:

Motorcycle Safety Program Area: Budget Summary

Project Title	Budget	Budget Source
Motorcycle Rider Education Program	50,000	2010 Funds
Enforcement and Public Training and Awareness	140,000	402, 410 and 2010 Funds
402 Total	40,000	
Total All Funds	190,000	

Speed Management Program Area

Objective: Address speed related high crash locations with high visibility enforcement and earned and paid media.

Project Title: Speed and Aggressive Driving Task Force Pilot Program

The Strategic Highway Safety Planning process identified speed and aggressive driving as a high priority, and GHSP stepped forward to support the initiative. A NHTSA Speed Management Workshop was conducted in Chittenden County, and county enforcement representatives used data to identify high crash locations in Chittenden County attributable to speed and aggressive driving. However, without funding for overtime, local departments were unable to sustain the plan developed. This plan would fund a six-month enforcement initiative with paid media to maximize public understanding of the problem and expectation of violators being caught.

Project Title: Variable Message Board Campaign

The Transportation Agency and Associated General Contractors will utilize variable message boards when they are not in use controlling traffic and workzones, to display reminders of the dangers of speeding.

Budget:

Speed Management Program Area: Budget Summary

Project Title	Budget	Budget Source
Speed/Aggressive Driving Task Force	300,000	164 or 402 funds
Speed/Aggressive Driving Media	100,000	164 or 402 funds
Variable Message Boards	Free	
402 Total	400,000	402 or 164 funds
Total All Funds	400,000	

Traffic Engineering Services Program Area

Goal: Utilize 164 funds to address high crash locations.

Project Title: Hazard Elimination Program

The Agency of Transportation utilizes their high crash locations list and other data to identify improvements that can be made at intersections and roadways with safety issues.

Budget:

Traffic Engineering Services Program Area: Budget Summary

Project Title	Budget	Budget Source
Hazard Elimination Projects	11,200,000	164 funds
402 Total		
Total All Funds	11,200,000	

Law Enforcement Support Activities

Goal: Increase enforcement participation in highway safety activities; increase the proportion to enforcement time and activities dedicated to highway safety events.

Project Title: Vermont Law Enforcement Challenge

Modeled on the IACP Chiefs Challenge, VLEC helps police departments analyze and focus on their traffic safety activities, and rewards departments for effective programs. Highway Safety funding will be utilized to pay for VLEC training and support materials, the awards event, police equipment incentives, and transportation for two top Vermont finalists to attend the IACP annual conference.

Project Title: Law Enforcement Liaisons

As enforcement has become a more significant and an effective component of the overall highway safety program, planning and management of police initiatives is critical. Our team of individual Liaisons for State Police, Sheriffs and Police Chiefs has been able to encourage more departments to participate in highway safety programs than ever before, and work with departments to ensure the best results for the police

agencies and highway safety program. The budgets for the three Liaisons cover salaries, in-state mileage, operating expenses, and travel to conferences such as IACP, LEL trainings, as well as national and regional training and conferences for State, County and Town police leaders, in order to bring the most current information possible back to Vermont departments.

Budget:

Law Enforcement Support: Budget Summary

Project Title	Budget	Budget Source
Vermont Law Enforcement Challenge	50,000	402
GHSP Law Enforcement Liaison	90,000	402 and 410 funds
Vermont Sheriffs Association Law Enforcement Liaison	80,000	402 and 410 funds
Vermont Chiefs of Police Association Law Enforcement Liaison	80,000	402 and 410 funds
402 Total	175,000	
Total All Funds	300,000	

Community Educational Programs

Goal: To bring traffic safety information where it is needed and can be used to lower crash rates and injury due to motor vehicle crashes.

Project Title: Community Traffic Safety Programs

Orleans County hosts a traffic safety program, and a committee is proposing to start one in the Brattleboro area. However, there is no statewide network of CTSPs. GHSP is researching organizations to partner with to achieve a statewide reach. Vermont League of Cities and Towns, and the Department of Health are under consideration. Our goal is to work with organizations that understand prevention, data driven counter-measures and evaluation, partnering on issues of mutual interest.

Project Title: Vermont Teen Leadership Safety Program

This long-time program previously administered within the Department of Education is now located in the Department of Liquor Control. DLC's interest in prevention and education makes it an excellent location for this program. Youth support and empowerment are the focus of programs such as Youth Advisory Council Trainings, Governor's Youth Leadership Conference, and Vermont teen and advisors participation in national conferences such as NOYS and SADD. Two full-time positions and stipends and travel costs for a statewide network of adult advisors to support students in high schools around the state are included in the grant. Youth activity is in the area of alcohol and other drugs, occupant protection, graduated licensing and speed/aggressive driving.

Project Title: Elementary Education Program

Conducted by a former State Trooper, entertaining and educational presentations are made to elementary school-aged children on topics ranging from safety seats to alcohol. By presenting the information in a "fun" environment, it is hoped that absorption of the message will be optimal. The presenter is paid for time and mileage.

Project Title: Vermont Safety Education Center

Dedicated to young adults 16-24, this nonprofit organization presents information and training to enforcement, teens and parents. School Resource Officers, OJJDP End Underage Drinking Program, Vermont Driver and Traffic Safety Education Association, Vermont College Alcohol Network and Vermont Alcohol and Drug Abuse Advisory Council are organizations that share GHSPs interest in reducing death and injury of young Vermonters. By focusing on youth from driving permit age to the age when risky driving traditionally.

Project Title: Vermonters Impact Panel Resource Center

Impact panel programs previously administered by the Departments of Education and Corrections have been merged and will offer a new level of service. Database creation by the Department of Corrections will be augmented by a toll-free telephone line that will offer one-stop shopping for all clients. Those wishing to volunteer can call that number to sign up and specify what kind of audiences are acceptable, and those wishing to utilize impact panel members can call the same number to identify individuals in their geographic location. Training and recognition programs for all panel members will be upgraded, and a new DVD will be produced.

Project Title: Vermont Youth Officer Network Support

Youth Officers maintain close contact with students before and during their novice driver years. By supporting the network with highway-safety related training, officers will have information and materials at their fingertips to support students in positive decisions and good driving habits in ways that parents and driver education teachers do not have available. Funding will be used to support VYON training, materials and programs.

Project Title: Skid Monster Program for Vermont Driver Training and Safety Education Association

VDTSEA sponsors one skidmonster device to demonstrate the dangers of driving too fast for conditions and techniques for skid control. This one device is shared statewide. Purchase of a second device would limit long transports and make the unit available for more driver education classes, as well as reduce wear and tear.

Project Title: Youth Safety Council of Vermont

Created in 2005, the YSC has been active in novice driver training and developing a remedial driver training course for Vermont. Active in the Strategic Highway Safety Planning initiative, YSC is working with other advocates to improve the graduated licensing and other laws that impact young drivers. This grant would provide funding for a part time staffer salary and expenses to execute the plans of the volunteers who comprise the Advisory Board.

Project Title: Middle School Safety Education

GHSP is seeking a partner to support age-appropriate highway safety attitude training in the middle school population, since research shows that attitudes are formed well before driver education begins. This is an area that needs attention if we are to be effective in reducing the number of novice drivers involved in crashes each year.

Project Title: ENCARE

Awareness programs conducted by volunteer Emergency Nurses sharing what they see in the emergency room brings realism to the message about impaired driving and the lack of safety belts. Mileage reimbursement and support of the annual Vermont and National Conference are covered by a grant.

Project Title: Workplace Traffic Safety Program

Hosted by the Department of Labor, and working hand-in-hand with the Worker's Compensation Section, this program advises employers about policies and training that can reduce the "bottom line" costs of highway crashes to employers. Occupant protection and impaired driving are covered in materials, trainings and weekly newsletter, as well as information about state and national mobilizations and educational efforts. Recognition events spotlight and reward model programs. The salary for a part-time staffer and training and operating expenses are covered.

Project Title: Lifesaver "Highway Heroes" Awards

This annual event provides GHSP with one opportunity each year to thank the education, enforcement, emergency medical services and engineering partners who are responsible for the successes achieved in roadway safety. These are the individuals who brought Vermont to 87% safety belt use rate, one of the lowest rates of alcohol-related fatalities, and reduced the annual highway fatality toll over the past decade. It provides a networking opportunity for participants, and allows GHSP to showcase model programs and reward outstanding achievement. The 2008 event attracted the largest attendance ever.

Project Title: “Driving Is a Full-time Job” Distracted Driving Social Norming Campaign

During the SHSP process of recommending legislative improvements, it has become clear that no law can keep up with human behavioral issues such as reading, making up, shaving, texting and being otherwise distracted behind the wheel. However, a social norming campaign, sustained over time, may be effective in creating public opinion that it is not acceptable to do these things and put others in danger. We propose to fund such a campaign to support other programmatic and legislative initiatives to change driver behavior.

Project Title: Novice Driver Parent Empowerment Campaign

Parents have made it clear that they do not fully understand the graduated licensing law, and often depend upon their novice driver to explain it’s limitations. Few parents understand that they have the ability to refuse to allow their teen to be provisionally licensed, or to pull such a license. An educational campaign to inform parents about the positive steps they can take and the importance of their role in their young driver’s education is needed to support the work of the Driver Education teachers and the Department of Motor Vehicles, if teen crashes are to be reduced.

Project Title: Sporting Venue Safety Message Initiative

A message promotion plan will bring traffic safety messages to target audiences in the following sports-related venues:

- Vermont Voltage Soccer
- Thunder Road Speedway
- Mountaineers Baseball
- Lake Monsters Baseball
- Frost Heaves Basketball

Project Title: Media Production Contractor

Production of paid and earned media messages for alcohol, occupant protection, speed and aggressive driving, and child passenger safety messages is an ongoing need.

Project Title: Community Programs Manager

The community education program is development and managed by a highway safety program specialist, who assures project directors have the resources they require, that they are used appropriately and effectively, and that highway safety goals and expectations are met.

Project Title: Public Information Officer

A Public Information Officer ensures statewide coverage of highway safety mobilizations, organizes public service and paid media campaigns, develops educational materials for the public, maximizes the impact of prevention activities, and designs and implements public outreach efforts.

Budget:

Community Education Programs: Budget Summary

Project Title	Budget	Budget Source
Community Traffic Safety Programs	210,000	402 funds
Vermont Teen Leadership Safety Program	150,000 100,000	402 funds 410 funds
VTLSP Replacement Vehicle	15,000	402 funds
	15,000	410 funds
Elementary Education	12,000	402 funds
Vermont Safety Education Center	60,000	402 funds
	40,000	410 funds
Vermonters' Impact Panel	25,000	410 funds
Vermont Youth Officer Network	5,000	402 funds
Skidmonster Program	12,515	402 funds
Youth Safety Council of Vermont	40,000	402 funds
Middle School Program	50,000	402 funds
ENCARE	10,000	402 funds
	20,000	410 funds
Workplace Traffic Safety Program	40,000	402 funds
	50,000	410 funds
Lifesaver	6,000	402 funds
Distracted Driving Campaign	150,000	402 funds
Novice Driver Parent Education	75,000	402 funds
	75,000	410 funds
Sporting Venue Messages	55,500	402 funds
Media Production	15,000	402 funds

Community Programs Manager	100,000	402 funds
Public Information Officer	100,000	402 funds
402 Total	942,015	
Total All Funds	1,242,015	

Evaluation and Data Collection

Objective: Ensure highway safety funds are utilized effectively to address priority issues.

Project Title: Annual Safety Belt Surveys

An annual observational survey is done according to NHTSA standards, both pre- and post-mobilization.

Project Title: Telephone Attitude and Knowledge Polling

Telephone surveys will be utilized to measure public attitudes and knowledge, in support of occupant protection, impaired driving, child passenger safety, speed and aggressive driving and DDACTS programs.

Project Title: Youth Programming Evaluation

A thorough evaluation of effectiveness of youth traffic safety programs will help direct future expenditures.

Project Title: Department of Health Youth Risk Behavioral Survey

This biannual statewide survey helps assess the attitudes, knowledge and behavior of school-age youth. This instrument is being reevaluated and revised, with GHSP participation, and highway safety-related questions will be charged to the program.

Project Title: Crash Records Book

A collection of data relating to Vermont highway crashes is published annually and used by the education, engineering and enforcement communities in developing programs. This work is collected into an annual report that is available via hard copy and online.

Project Title: Traffic Records Improvement Plan

A traffic records steering committee has conducted two assessments and produced a plan for upgrading Vermont’s traffic records system. A detailed plan is available in the Section 408 report, which is used as a blueprint for implementing programs as funding becomes available.

Project Title: Observational Survey of Safety Seat Use

Vermont’s first CPS observational survey is being planned. Information from other state survey efforts is being collected. Technicians may be utilized to discern appropriate use, and data will be evaluated on a statewide basis to determine the impact the program has had, and improvements that need to be made.

Project Title: Traffic Safety Crash Analyst

A crash data analyst works within the Traffic Operations Division of Vermont State Police, in support of all statewide enforcement agencies. Also serving as the FARS Analyst, data from multiple sources is coordinated and presented for all agencies for problem identification and countermeasure selection.

Budget:

Evaluation and Data Collection: Budget Summary

Project Title	Budget	Budget Source
Annual safety belt surveys	36,000	405 funds
Telephone Surveys	6,000	402 funds
	10,000	410 funds
	10,000	2011 funds
Youth Program Evaluation	50,000	402 funds
Youth Risk Behavioral Survey	3,000	405 funds
	6,000	410 funds
Crash Data Book	35,000	402 funds
Traffic Records Improvement Plan	800,000	408 funds
Safety Seat Observational Survey	25,000	2011 funds
Crash Data Analyst	65,000	402 funds
402 Total	156,000	
Total All Funds	1,046,000	

SECTION 406 - Safety Belt Incentive

Mandated \$1 Million Behavioral Funds

Objective: Utilize incentive funds to strengthen the highway safety infrastructure.

Project Title: Police Cruiser Digital Cameras

Police cruiser cameras are predominantly VHS technology. Current technology is digital, which is much more efficient. Approximately 300 units are required. The state bidding system will be utilized to obtain the maximum number of units possible with available funding.

Project Title: Evidentiary Breath Alcohol Testing Equipment

The Infrared Committee designed an equipment plan that has only partially been funded. Twenty of the planned eighty units have been purchased to date. This funding would allow for completion of the plan.

Project Title: Preliminary Breath Alcohol Testing Equipment

Preliminary breath testers previously purchased are suffering from wear and tear as well as occasional loss. Current technology allows for a wider range of uses, as well as a lower purchase price.

Remaining Non-Behavioral-Mandated Funds

Once the state qualifies for the Section 406 Incentive, the Administration will decide among some of the following options concerning use of the remaining funds:

- E-Ticket Data System Improvements
- DUI Tracking System
- Vermont Criminal Justice Training Council Emergency Driver Training Simulator
- Infrastructure Safety Improvements

Budget:

Section 406 Safety Belt Incentive: Budget Summary

Project Title	Budget	Budget Source
Police Cruiser Digital Cameras	1,000,000	406 funds
Evidentiary Breath Alcohol Testing Equipment	420,000	406 funds
Preliminary Breath Alcohol Testing Equipment	125,000	406 funds
E-Ticket Data System Improvements	1,000,000	406 funds
DUI Tracking System	300,000	406 funds
VCJTC Emergency Driver Training Simulator	200,000	406 funds
Infrastructure Safety Improvements	2,800,000	406 funds
402 Total	0	
Total All Funds	5,845,000	

Program Administration

Objective: Ensure GHSP staff will have the most effective tools possible to accomplish their mission.

Funding will be utilized to reimburse the State for certain administrative functions required to run highway safety program grants and activities.

Budget:

P&A: Budget Summary

Project Title	Budget	Budget Source
Single Audit Program Share	2,500	402 funds
DII (internet-related expenses)	9,000	402 funds
GHSA Dues	4,010	402 funds
VISION Accounting Program Share	6,000	402 funds
Storage	1,500	402 funds
GHSP Staff and Partners Travel and Training	6,000	402 funds
402 Total	29,010	
Total All Funds	29,010	

408 Traffic Records Program Area

Goal: Make Vermont's traffic records system an integrated and useable element of the state's highway safety efforts by all parties. The traffic records and information system will be coordinated to form the foundation for effective highway safety management in Vermont.

Project Title: Crash File & Linkages

Project Description: This project is to electronically collect crash data from all the police departments across Vermont. Crash reports are being entered to the repository directly from the some agencies but some are still submitting paper crash reports. This alone is a monumental improvement to our crash data collection; however, creating linkage to the State Police CAD system and a few of the larger city departments with their own CAD application is not complete. We want to get as many of the departments using the web reporting tool as possible We will continue to bring all law enforcement agencies into the system and incorporate a query capability for reporting departments to run "canned" or ad hoc reports to provide near-real time data for planning of highway safety related activity is also on-line and active on the internet. This improvement in accessibility gave reporting agencies, for the first time, the ability to directly query the crash repository for whatever purpose they need.

Project Title: Project Management

Project Description: The project management project is to expedite the connection of various police departments to the crash repository and assisting in the training of those departments connected but reluctant to fully use the newly established systems. The actions of the project manager will increase the use of the system and therefore improve competitiveness, timeliness and the overall quality of the data in the crash repository.

Project Title: PreHospital Run Reporting

Project Description: There is no electronic pre-hospital reporting system. It is currently paper-based. The finished project will improve timeliness, accuracy, completeness and uniformity. It will provide for the possibility of integration of EMS data and accessibility and reporting to service provider managers as well as State level EMS evaluation.

Project Title: Roadway Inventory

Project Description: The road inventory project is intended to create an inventory for roadways off the federal-aid roadway system. This is also to support linkages to state video road logs.

Project Title: Courts System

Project Description: The Judiciary is set to launch a critically important effort to bring the Court’s information technology systems forward into the 21st century. There is one statewide traffic court in Vermont, called the Judicial Bureau. It has a modified version of our 18 year old case management system, called TRAFFIC. TRAFFIC is used for processing traffic ticket records (Vermont Civil Violation Complaints) which is our highest case volume. Since Vermont has no e-citation program, paper tickets come to the Judicial Bureau from numerous public safety agencies statewide. Paper tickets are scanned into a standalone imaging system, where the ticket images are stored separately from the rest of the system. Ticket data is then manually entered into the TRAFFIC system while viewing the ticket image. Limited capabilities exist for reporting and exchanging traffic record data with other departments, such as the DMV. While there are some capabilities for the electronic payment of judgments, the system requires manual entry of payments received into the TRAFFIC system. The standalone system, extensive manual data entry and limited data exchange capability cause the Judicial Bureau to be highly inefficient. A new case management system planned under this upgrade would provide the opportunity for electronic filing by police to minimize or eliminate manual entry and the associated delay.

Project Title: Mobile Crash/E-Ticket

Project Description: Vermont law enforcement is moving toward mobile computing with GPS capable laptops in police cars. The current business practice of filling out paper, whether it be a CRASH form or a violation citation, and others having to re-type information into other systems is inefficient. By establishing mobile computing, the information will be entered once (no paper) and available for review immediately. As we implement mobile solution(s) we will seek to preserve the quality and completeness of the existing systems where practicable. Mobile systems will further improve the quality of crash reporting by interfacing with other mobile peripherals like laptop GPS. It will improve the timeliness of submission to the repository as re-keying from paper will be eliminated; and it will improve completeness as officers interact with “smart” interfaces that can provide instant feedback upon data entry.

Budget:**Traffic Records Program Area: Budget Summary**

Project Title	Budget	Budget Source
Crash File & Linkages	50,000	408
Project Management	100,000	408
Pre-Hospital Run Reporting	200,000	408
Roadway Inventory	50,000	408
Courts System	300,000	408
Mobile Crash/E-Ticket	100,000	408
402 Total	0	
Total All Funds	800,000	

Certifications and Assurances (revised 8/25/05)

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway Safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- **National law enforcement mobilizations,**
- **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,**

- **An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,**
- **Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.**

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect.

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F):

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace.
 2. The grantee's policy of maintaining a drug-free workplace.
 3. Any available drug counseling, rehabilitation, and employee assistance programs.
 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
 1. Abide by the terms of the statement.
 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
 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 (23 USC 101 Note) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT).

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

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.

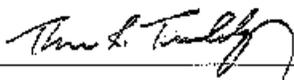
Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion –

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.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2008 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).



August 26, 2008

**Thomas R. Tremblay, Commissioner
Governor's Highway Safety Representative**

HIGHWAY SAFETY PROGRAM COST SUMMARY

State: **VERMONT**

Number: **Preliminary**

Date: **August 27, 2008**

Federally Funded Programs								
Program Area	Approved Program Costs	Basis for % Change	State/Local Funds	Previous Balance	Increase/Decrease	% Change	Current Balance	Federal Share To Local
AL	\$185,000		\$1,639,573	\$0.00	\$185,000		\$185,000	\$185,000
CP	\$939,500		\$0	\$0.00	\$939,500		\$939,500	\$668,500
DE	\$12,515		\$0	\$0.00	\$12,515		\$12,515	\$12,515
EM	\$55,000		\$0	\$0.00	\$55,000		\$55,000	\$30,000
MC	\$40,000		\$0	\$0.00	\$40,000		\$40,000	\$40,000
OP	\$541,900		\$15,000	\$0.00	\$541,900		\$541,900	\$389,900
PA	\$29,010		\$0	\$0.00	\$29,010		\$29,010	\$0
PT	\$912,100		\$0	\$0.00	\$912,100		\$912,100	\$662,100
SC	\$150,000		\$0	\$0.00	\$150,000		\$150,000	\$150,000
TR	\$85,000		\$0	\$0.00	\$85,000		\$85,000	\$0
2009 402 Total	\$2,950,025		\$1,654,573	\$0.00	\$2,950,025		\$2,950,025	\$2,138,015
SAFETEA-LU								
164	\$12,200,000		\$0	\$0.00	\$12,200,000		\$12,200,000	\$867,950
405	\$294,000		\$0	\$0.00	\$294,000		\$294,000	\$258,000
406	\$2,545,000		\$0	\$0.00	\$2,545,000		\$2,545,000	\$1,475,000
408	\$800,000		\$0	\$0.00	\$800,000		\$800,000	\$0
410	\$1,275,300		\$0	\$0.00	\$1,275,300		\$1,275,300	\$1,051,000
2010	\$130,000		\$0	\$0.00	\$130,000		\$130,000	\$110,000
2011	\$250,000		\$0	\$0.00	\$250,000		\$250,000	\$205,000
2009 SAFETEA Total	\$17,494,300		\$0					
NHTSA TOTALS	\$20,444,325	\$0	\$1,654,573	\$0.00	\$22,162,335	0%	\$23,394,350	\$8,242,980

State Official Authorized Signature:

NAME: Thomas R. Tremblay

Thomas R. Tremblay, Commissioner

TITLE: Governor's Representative

DATE: _____

NHTSA Official Authorized Signature:

NAME: _____

TITLE: Philip Wieser
Regional Administrator

DATE: _____

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN

State: **VERMONT**

AL - ALCOHOL PROJECTS

Date: **August 27, 2008**

Federally Funded Programs								
Projects	Planned Project Costs	Basis for % Change	State/ Local Funds	Previous Balance	Increase/ Decrease	% Change	Current Balance	Federal Share To Local
Mothers Against Drunk Driving	\$50,000			\$0.00	\$50,000		\$50,000	\$50,000
ENCARE	\$10,000			\$0.00	\$10,000		\$10,000	\$10,000
Parent Responsibility Paid Media	\$75,000			\$0.00	\$75,000		\$75,000	\$75,000
Statewide DUI Police Activity			\$1,639,573	\$0.00	\$0		\$0	
Alcohol/Drug Middle School Prog	\$50,000			\$0.00	\$50,000		\$50,000	\$50,000
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
402 AL - TOTAL	\$185,000		\$1,639,573	\$0.00	\$185,000		\$185,000	\$185,000

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN

State: **VERMONT**

CP - COMMUNITY PROJECTS

Date: August 27, 2008

Federally Funded Programs								
Projects	Planned Project Costs	Basis for % Change	State/Local Funds	Previous Balance	Increase/Decrease	% Change	Current Balance	Federal Share To Local
Grants Management	\$100,000			\$0.00	\$100,000		\$100,000	\$0
Public Information Officer	\$100,000			\$0.00	\$100,000		\$100,000	
Public Information Productions	\$5,000			\$0.00	\$5,000		\$5,000	\$5,000
Vermont Safety Education Center	\$60,000			\$0.00	\$60,000		\$60,000	\$60,000
Vt Teen Leadership Van (w/\$15K 410)	\$15,000			\$0.00	\$15,000		\$15,000	
Vt Teen Leadership Safety Program	\$150,000			\$0.00	\$150,000		\$150,000	\$100,000
School Resource Officer Program	\$5,000			\$0.00	\$5,000		\$5,000	\$5,000
Youth Safety Council of Vermont	\$40,000			\$0.00	\$40,000		\$40,000	\$40,000
Newport Area CTSP	\$30,000			\$0.00	\$30,000		\$30,000	\$30,000
Brattleboro Area CTSP	\$30,000			\$0.00	\$30,000		\$30,000	\$30,000
League of Cities and Towns Program	\$150,000			\$0.00	\$150,000		\$150,000	\$150,000
Elementary School Safety Education	\$12,000			\$0.00	\$12,000		\$12,000	\$12,000
Workplace Traffic Safety	\$40,000			\$0.00	\$40,000		\$40,000	\$40,000
Lifesaver Awards Program	\$6,000			\$0.00	\$6,000		\$6,000	\$6,000
Distracted Driving Paid Media	\$150,000			\$0.00	\$150,000		\$150,000	\$150,000
Sports Teams Partnerships	\$40,500			\$0.00	\$40,500		\$40,500	\$40,500
Telephone Surveys	\$6,000			\$0.00	\$6,000		\$6,000	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
402 CP - TOTAL	\$939,500		\$0	\$0.00	\$939,500		\$939,500	\$668,500

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN

State: **VERMONT**

DE - DRIVER EDUCATION PROJECTS

Date: August 27, 2008

Federally Funded Programs								
Projects	Planned Project Costs	Basis for % Change	State/ Local Funds	Previous Balance	Increase/ Decrease	% Change	Current Balance	Federal Share To Local
Skid Monster Device	\$12,515			\$0.00	\$12,515		\$12,515	\$12,515
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
402 DE - TOTAL	\$12,515		\$0	\$0.00	\$12,515		\$12,515	\$12,515

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN

State: **VERMONT**

EM - EMERGENCY MEDICAL PROJECTS
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Date: August 27, 2008

Federally Funded Programs								
Projects	Planned Project Costs	Basis for % Change	State/ Local Funds	Previous Balance	Increase/ Decrease	% Change	Current Balance	Federal Share To Local
Training Support	\$55,000			\$0.00	\$55,000		\$55,000	\$30,000
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
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				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
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				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
402 EM - TOTAL	\$55,000		\$0	\$0.00	\$55,000		\$55,000	\$30,000

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN

State: **VERMONT**

MC - MOTORCYCLE TRAFFIC SAFETY PROJECTS
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Date: August 27, 2008

Federally Funded Programs								
Projects	Planned Project Costs	Basis for % Change	State/ Local Funds	Previous Balance	Increase/ Decrease	% Change	Current Balance	Federal Share To Local
Public Motorcycle Safety Program	\$40,000			\$0.00	\$40,000		\$40,000	\$40,000
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
402 MC - TOTAL	\$40,000		\$0	\$0.00	\$40,000		\$40,000	\$40,000

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN

State: **VERMONT**

OP - OCCUPANT PROTECTION PROJECTS

Date: August 27, 2008

Federally Funded Programs								
Projects	Planned Project Costs	Basis for % Change	State/ Local Funds	Previous Balance	Increase/ Decrease	% Change	Current Balance	Federal Share To Local
CPS Program Management	\$100,000			\$0.00	\$100,000		\$100,000	\$0
CPS Training	\$55,000			\$0.00	\$55,000		\$55,000	\$55,000
CPS Materials	\$30,000			\$0.00	\$30,000		\$30,000	\$30,000
Kids In Safety Seats (KISS) Seats	\$20,000		\$15,000	\$0.00	\$20,000		\$20,000	\$20,000
CPS Program Support	\$80,000			\$0.00	\$80,000		\$80,000	\$28,000
CPS Certifications	\$15,000			\$0.00	\$15,000		\$15,000	\$15,000
Click It Or Ticket Task Force	\$150,000			\$0.00	\$150,000		\$150,000	\$150,000
Click It Or Ticket Local PDs	\$66,900			\$0.00	\$66,900		\$66,900	\$66,900
Click It Or Ticket State Police	\$25,000			\$0.00	\$25,000		\$25,000	\$25,000
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
402 OP - TOTAL	\$541,900		\$15,000	\$0.00	\$541,900		\$541,900	\$389,900

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN

State: VERMONT

SC - SPEED CONTROL PROJECTS

Date: August 27, 2008

Federally Funded Programs								
Projects	Planned Project Costs	Basis for % Change	State/ Local Funds	Previous Balance	Increase/ Decrease	% Change	Current Balance	Federal Share To Local
Aggressive Driving Task Force	\$150,000		\$0	\$0.00	\$150,000		\$150,000	\$150,000
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
402 SC - TOTAL	\$150,000		\$0	\$0.00	\$150,000		\$150,000	\$150,000

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN

State: **VERMONT**

TR - TRAFFIC RECORDS PROJECTS

Date: August 27, 2008

Federally Funded Programs								
Projects	Planned Project Costs	Basis for % Change	State/ Local Funds	Previous Balance	Increase/ Decrease	% Change	Current Balance	Federal Share To Local
Crash Book and Inquiries	\$35,000			\$0.00	\$35,000		\$35,000	
Youth Programs Evaluation	\$50,000			\$0.00	\$50,000		\$50,000	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
402 TR - TOTAL	\$85,000		\$0	\$0.00	\$85,000		\$85,000	\$0

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN

State: **VERMONT**

Section 164 - ALCOHOL TRANSFER FUNDS PROJECTS

Date: August 27, 2008

Federally Funded Programs								
Projects	Planned Project Costs	Basis for % Change	State/ Local Funds	Previous Balance	Increase/ Decrease	% Change	Current Balance	Federal Share To Local
Aggressive Driving Paid Media (AL)	\$100,000			\$0.00	\$100,000		\$100,000	\$50,000
Enforcement Grants to Local (AL)	\$739,900			\$0.00	\$739,900		\$739,900	\$739,900
Alcohol Mobilization Local PDs (AL)	\$156,100			\$0.00	\$156,100		\$156,100	\$78,050
Bat mobile Support (AL)	\$4,000			\$0.00	\$4,000		\$4,000	
Hazard Elimination Projects (HE)	\$11,200,000			\$0.00	\$11,200,000		\$11,200,000	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
164 - TOTAL	\$12,200,000		\$0	\$0.00	\$12,200,000		\$12,200,000	\$867,950

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN

State: **VERMONT**

Section 408 - DATA PROGRAM INCENTIVE PROJECTS

Date: August 27, 2008

Federally Funded Programs								
Projects	Planned Project Costs	Basis for % Change	State/ Local Funds	Previous Balance	Increase/ Decrease	% Change	Current Balance	Federal Share To Local
Crash File & Linkages	\$50,000			\$0.00	\$50,000		\$50,000	
Project Management	\$100,000			\$0.00	\$100,000		\$100,000	
PreHospital Run Reporting	\$200,000			\$0.00	\$200,000		\$200,000	
Roadway Inventory	\$50,000			\$0.00	\$50,000		\$50,000	
Courts System	\$300,000			\$0.00	\$300,000		\$300,000	
Mobile Crash/E-Ticket	\$100,000			\$0.00	\$100,000		\$100,000	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
408 - TOTAL	\$800,000		\$0	\$0.00	\$800,000		\$800,000	\$0

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN

State: **VERMONT**

410 - ALCOHOL TRAFFIC SAFETY PROJECTS

Date: August 27, 2008

Federally Funded Programs								
Projects	Planned Project Costs	Basis for % Change	State/ Local Funds	Previous Balance	Increase/ Decrease	% Change	Current Balance	Federal Share To Local
Statewide Alcohol Task Force	\$100,000			\$0.00	\$100,000		\$100,000	\$100,000
Alcohol State Police	\$50,000			\$0.00	\$50,000		\$50,000	\$50,000
Alcohol Mobilization State Police	\$25,000			\$0.00	\$25,000		\$25,000	\$25,000
Alcohol Program Paid Media	\$125,000			\$0.00	\$125,000		\$125,000	\$125,000
Law Enforcement Liaison Program	\$125,000			\$0.00	\$125,000		\$125,000	\$80,000
Traffic Resource Prosecutor	\$85,000			\$0.00	\$85,000		\$85,000	\$85,000
Drug Recognition Expert Program	\$44,300			\$0.00	\$44,300		\$44,300	\$35,000
Vermont Safety Education Center	\$40,000			\$0.00	\$40,000		\$40,000	\$40,000
Vt Teen Leadership Van (w/\$15K 402)	\$15,000			\$0.00	\$15,000		\$15,000	
Vt Teen Leadership Safety Program	\$100,000			\$0.00	\$100,000		\$100,000	\$75,000
Vermonters' Impact Panel	\$25,000			\$0.00	\$25,000		\$25,000	\$25,000
VDTSEA* Alcohol Workbooks	\$5,000			\$0.00	\$5,000		\$5,000	\$5,000
Public Opinion Surveys	\$16,000			\$0.00	\$16,000		\$16,000	\$6,000
ENCARE	\$20,000			\$0.00	\$20,000		\$20,000	\$20,000
Workplace Traffic Safety	\$50,000			\$0.00	\$50,000		\$50,000	\$50,000
Public Motorcycle Safety Program	\$20,000			\$0.00	\$20,000		\$20,000	
Ski Area Safety Campaign	\$50,000			\$0.00	\$50,000		\$50,000	\$50,000
Hospitality Industry Campaign	\$150,000			\$0.00	\$150,000		\$150,000	\$150,000
Mothers Against Drunk Driving	\$150,000			\$0.00	\$150,000		\$150,000	\$50,000
Parent Responsibility Paid Media	\$75,000			\$0.00	\$75,000		\$75,000	\$75,000
Public Information Productions	\$5,000			\$0.00	\$5,000		\$5,000	\$5,000
*VDTSEA - Vermont Driver Training Safety Educators Association								
410 - TOTAL	\$1,275,300		\$0	\$0.00	\$1,275,300		\$1,275,300	\$1,051,000

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN

State: VERMONT

Section 2010 - MOTORCYCLE SAFETY INCENTIVE PROJECTS
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Date: August 27, 2008

Federally Funded Programs								
Projects	Planned Project Costs	Basis for % Change	State/ Local Funds	Previous Balance	Increase/ Decrease	% Change	Current Balance	Federal Share To Local
Motorcycle Rider Training Site	\$50,000			\$0.00	\$50,000		\$50,000	\$50,000
Public Motorcycle Safety Program	\$80,000			\$0.00	\$80,000		\$80,000	\$60,000
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
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				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
2010 - TOTAL	\$130,000		\$0	\$0.00	\$130,000		\$130,000	\$110,000

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN

State: **VERMONT**

Section 2011 - CHILD SEAT PROJECTS

Date: August 27, 2008

Federally Funded Programs								
Projects	Planned Project Costs	Basis for % Change	State/ Local Funds	Previous Balance	Increase/ Decrease	% Change	Current Balance	Federal Share To Local
CPS Program Support	\$10,000			\$0.00	\$10,000		\$10,000	
Tweens Programs	\$100,000			\$0.00	\$100,000		\$100,000	\$100,000
CPS Inspections/Inspection Stations	\$80,000			\$0.00	\$80,000		\$80,000	\$80,000
CPS Materials	\$25,000			\$0.00	\$25,000		\$25,000	\$25,000
CPS Parent Survey	\$10,000			\$0.00	\$10,000		\$10,000	
CPS Observational Survey	\$25,000			\$0.00	\$25,000		\$25,000	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
				\$0.00	\$0		\$0	
2011 - TOTAL	\$250,000		\$0	\$0.00	\$250,000		\$250,000	\$205,000