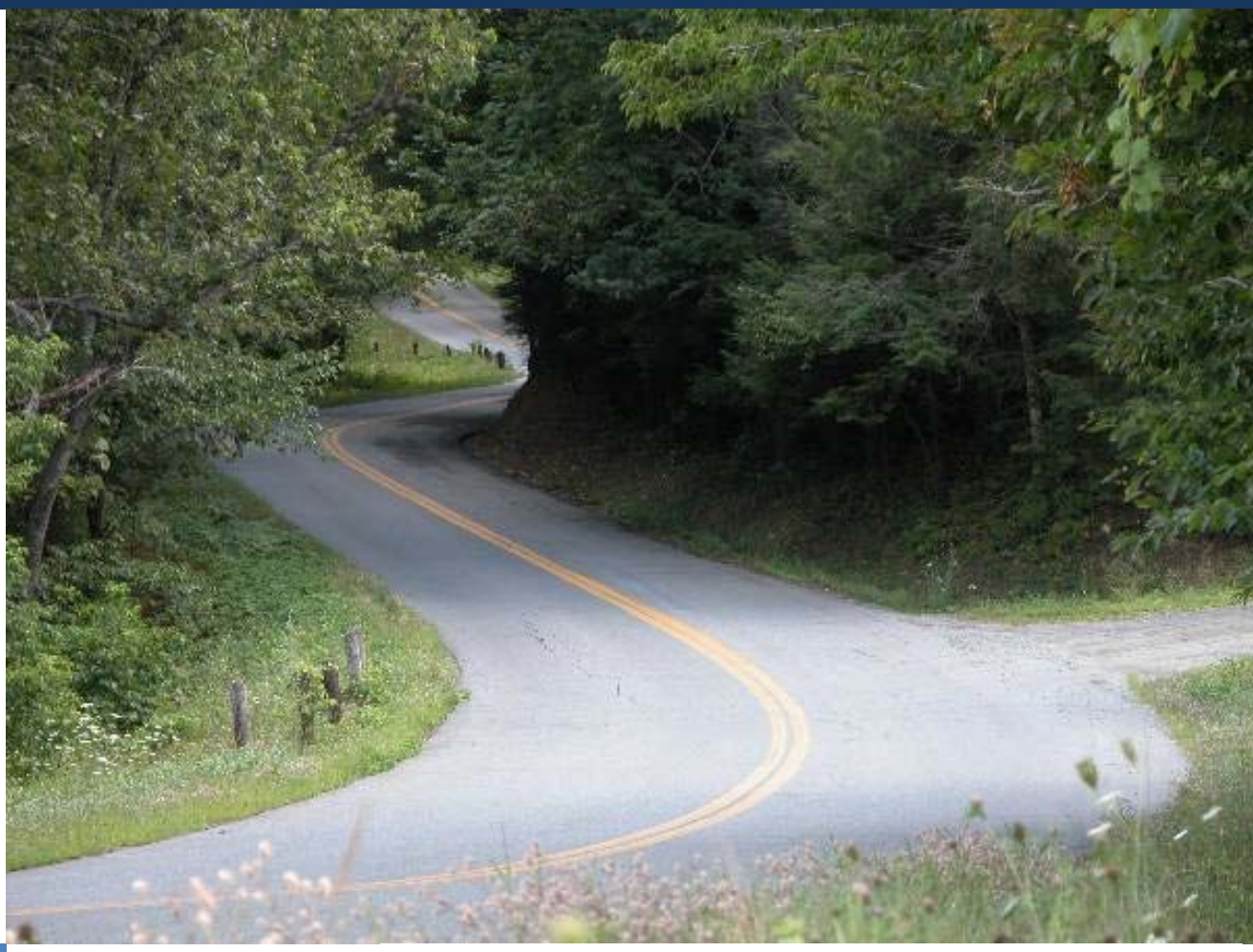
VERMONT GOVERNOR'S HIGHWAY SAFETY PROGRAM



Central Vermont – Norwich, Vermont

MASTER PLAN

2010

VERMONT

Governor's Highway Safety Program

5 Park Row

Waterbury, Vermont 05671

www.vthighwaysafety.com

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Mission Statement

The Governor's Highway Safety Program (GHSP) coordinates a statewide behavioral highway safety program, making effective use of federal and state highway safety funds and other resources, to save lives and reduce injuries on the state's roads, and provide leadership and program support in partnership with traffic safety activists, professionals and organizations. GHSP works to combat the number and severity of traffic crashes by developing and supporting educational, enforcement and engineering programs.

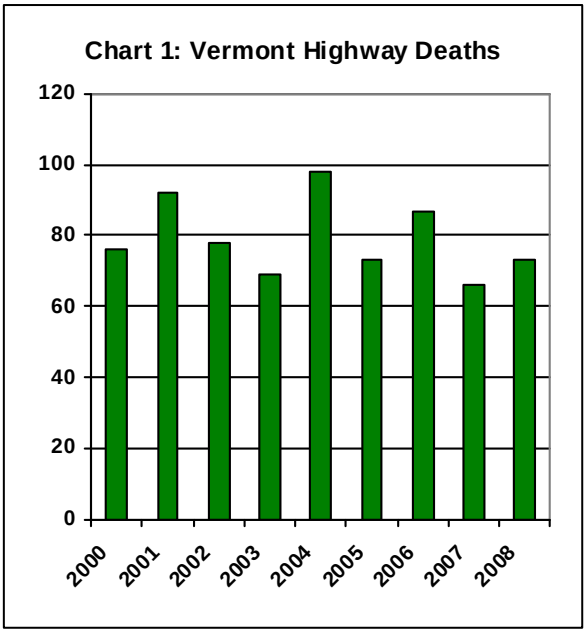
Performance Plan

State Of Vermont
Governor's Highway Safety Program

PLANNING PROCESS & PROBLEM IDENTIFICATION

Highway Safety staff work with a growing number of partners throughout the year to identify problems, focus on areas of common interest and responsibility, and seek ways to pool resources effectively. In the process, we are learning what other organizations can do (expertise and financial assets), and educating others about what Highway Safety does can, and cannot do. It is a very slow process, particularly since no organization is overflowing with resources. However, it does provide an opportunity to work together on the highest-priority areas. Some of the partners with whom we collect data, identify problems and plan activities are listed below:

The STRATEGIC HIGHWAY SAFETY PLANNING Initiative, active since 2005, brings together Vermont Agency of Transportation (VTrans), Departments of Health, Labor, Motor Vehicles and others, as well as Vermont's one MPO (metropolitan planning organization), enforcement, education and private sector representatives. This group has used data analysis from Vermont Center for Justice Research, Highway Safety, University of Vermont Transportation Research Center and VTrans crash data bank to determine highway safety crash problems, set priorities, strategies and gauge progress. Strategies developed utilizing this data are evolving; many are simply waiting funding, others are under continuing development and implementation. A number of recommendations of the Core Group were included in a package of legislative recommendations, and some were acted upon during the 2009 Legislative Year. The Core Group continues to meet at least monthly, and subcommittees meet regularly on an as-needed basis.



The DEPARTMENT OF HEALTH serves as an umbrella for a number of offices whose areas of responsibility dovetail with Highway Safety's. The Emergency Medical Services and Injury Prevention Division has been a long-term partner, as has the Public Health Laboratory. A newer partner at the Department of Health has been the Division of Alcohol and Drug Abuse Programs (ADAP), in the area of underage drinking and Graduated Licensing offenses. Regular meetings among ADAP, GHSP and Department of Liquor Control representatives (see below) are ongoing to find ways to work together on these issues of mutual concern.

The ENFORCEMENT COMMUNITY and VERMONT POLICE ACADEMY participate in problem identification and countermeasure selection and execution through many avenues. Input occurs through our Law Enforcement Liaison (LEL) team, through the annual competitive law enforcement grant application process, at regular meetings, and through the Strategic Highway Safety Planning process.

The DEPARTMENT OF LIQUOR CONTROL Enforcement Division and Educational Section has become a new partner in discussions about the dangers of over serving and underage purchase and consumption of alcohol which contributes to overrepresentation of teens in crashes. Meetings are just beginning.

The MARKETING AND PROMOTION PARTNERS, a collaboration of State government agencies engaged in marketing and promotional activities, has become a participant in selection of outreach tools and evaluation strategies. Monthly meetings promote ongoing communication on these issues.

Because the process is so dynamic, it is actually difficult to stop at one particular point to take a snapshot of where we are in the planning process, and say – "This is our plan for next year!" It actually develops constantly, as the data evolves, the partners shift gears, and knowledge progresses. We tried to incorporate all the plans that are being discussed, somewhat frustrated that we cannot anticipate the ideas that are just around the corner.

PROJECT SELECTION

ENFORCEMENT

The projects identified in the 2010 Highway Safety Performance Plan reflect steps to improve strong programs and ongoing work to develop new programs to meet identified needs. We have a very strong enforcement program, based on well-connected Law Enforcement Liaisons and a highly competitive grant application process. The LELs advise us on marketing our mobilization activities to the enforcement community to ensure successful campaign periods and productive enforcement activity all year long.

EDUCATION

At this point in highway safety planning, we need to invest in support of our educational partners. Many seasoned highway safety managers are moving out of the field, and there is not a ready supply of professionals waiting in the wings. There is much work to be done at the community, county and state level, utilizing sound principals and proven practices. We are dedicated to moving forward in this direction in 2010.

EVALUATION

In order to assure the best payback of the investment of highway safety funds, a variety of evaluation resources are utilized. Vermont Center for Justice Research provides and analyzes crash data for GHSP and the SHSP. The University of Vermont Transportation Research Center provides additional analysis for the Strategic Highway Safety Planning effort. We will be utilizing more information collected from public outreach surveys to fine tune ongoing efforts and create new programs to address evolving issues.

ENGINEERING

The Agency of Transportation utilizes data identified in the EVALUATION component above, as well as their own resources, to address roadway safety issues in support of the goals of the SHSP, and have experienced success in bringing greater safety to Vermont highways.

EMERGENCY MEDICAL SERVICES

Our partners at EMS continue to work toward improving their ability to collect and report data, and contribute to the training of technicians around the state to ensure the best possible response and outcome following any crashes we have been unable to prevent.

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.

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%
Category	**Emphasis Area**	**Major Crashes***	**1999-2003**	**2002-2006**
Drivers		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:		
Category	**Emphasis Area**	**Major Crashes***	**1999-2003**	**2002-2006**
Highways		- 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.

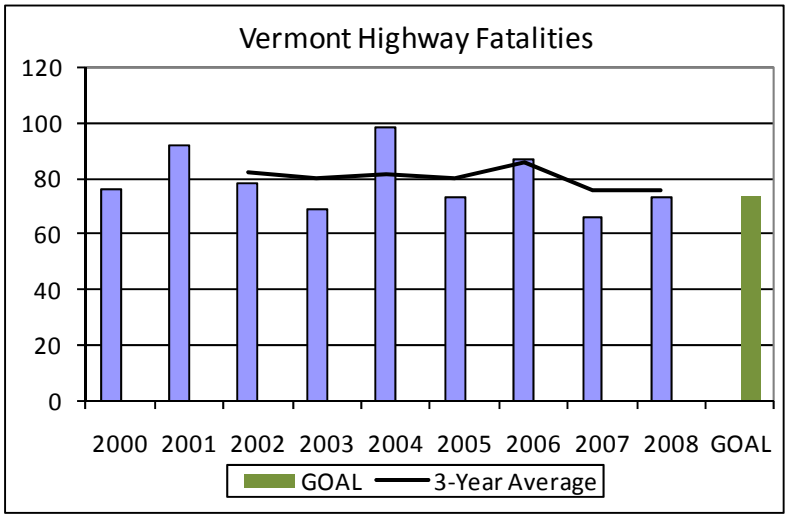
GOALS

Core Measures

C-1) Number of traffic fatalities (FARS)

GOAL: Vermont will decrease by 2.2 percent the three-year average of traffic deaths from 75.3 in 2007 through 2009 to a three-year average of 73.6 by December 31, 2010.

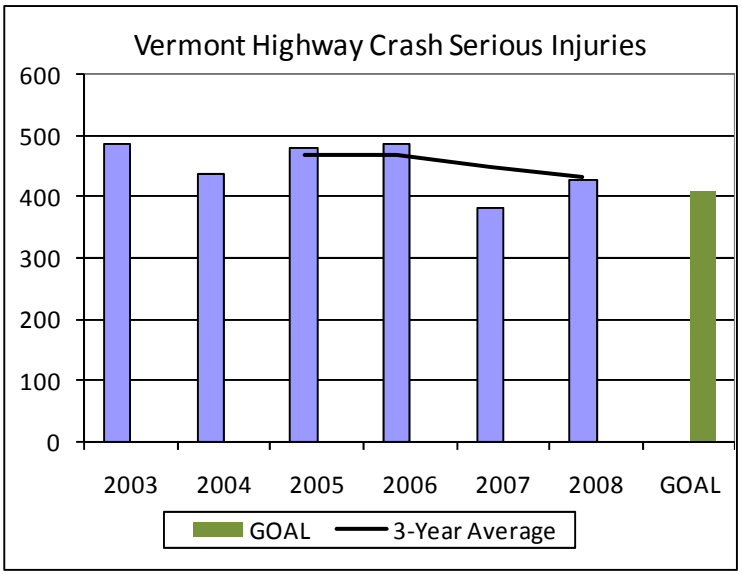
	Deaths	3-Year Average
2000	76	76.0
2001	92	84.0
2002	78	82.0
2003	69	79.7
2004	98	81.7
2005	73	80.0
2006	87	86.0
2007	66	75.3
2008	73	75.3
GOAL	2010	73.6



C-2) Number of serious injuries in traffic crashes (State data)

GOAL: Vermont will decrease by 5.3 percent the three-year average of serious traffic crash injuries from 432 in 2006 through 2008 to a three-year average of 409 by December 31, 2010.

	Serious Crash Injuries	3-Year Average
2003	488	
2004	439	
2005	481	469.3
2006	487	469.0
2007	382	450.0
2008	427	432.0
GOAL	2010	409.0



C-3) Fatalities per 100 VMMT (rural and urban) (FARS & FHWA)

GOAL: Vermont will decrease by 9.1 percent the three-year average fatality rate of 1.00 per 100 VMMT in 2006 through 2008 to a three-year average of .91 by December 31, 2010.

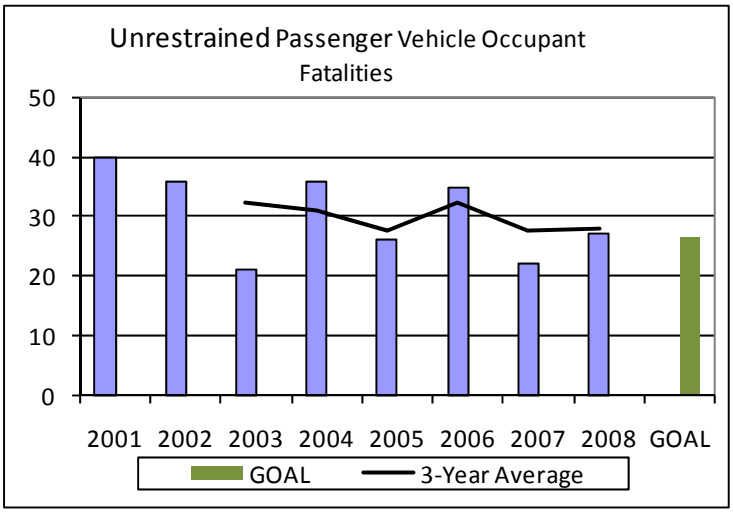
	FATALS			RATES					
	Urban	Rural	Total Fatals	Urban	3-Year Average	Rural	3-Year Average	Rate Total	3-Year Average
2003	11	58	69						
2004	15	83	98	0.75		1.42		1.25	
2005	9	64	73	0.49		1.09		0.95	
2006	5	82	87	0.26	0.50	1.38	1.30	1.11	1.10
2007	3	63	66	0.15	0.30	1.10	1.19	0.86	0.97
2008*	13	60	73	*0.69*	*0.37*	*1.14*	*1.21*	*1.02*	*1.00*

** 2008 rates based on preliminary VMT from VTRANS, other rates final from NHTSA & FHWA.*

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

GOAL: Vermont will decrease by 5.3 percent the three-year average of unrestrained passenger vehicle occupant fatalities from 28.0 in 2006 through 2008 to a three-year average of 26.5 by December 31, 2010.

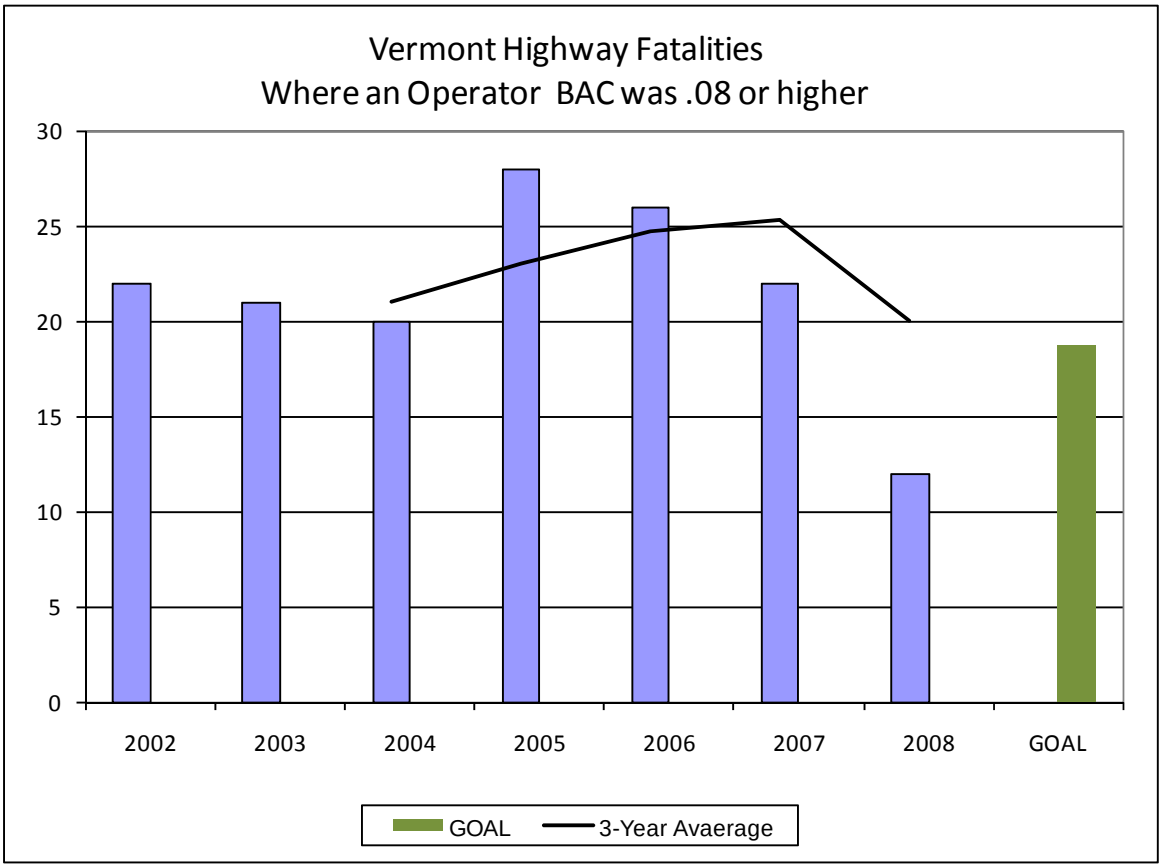
	Unrestrained Deaths	3-Year Average
2001	40	40.0
2002	36	38.0
2003	21	32.3
2004	36	31.0
2005	26	27.7
2006	35	32.3
2007	22	27.7
2008	27	28.0
GOAL	2010	26.5



C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

GOAL: Vermont will decrease by 6.25 percent the three-year average fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above from 20.0 in 2006 through 2008 to a three-year average of 18.75 by December 31, 2010.

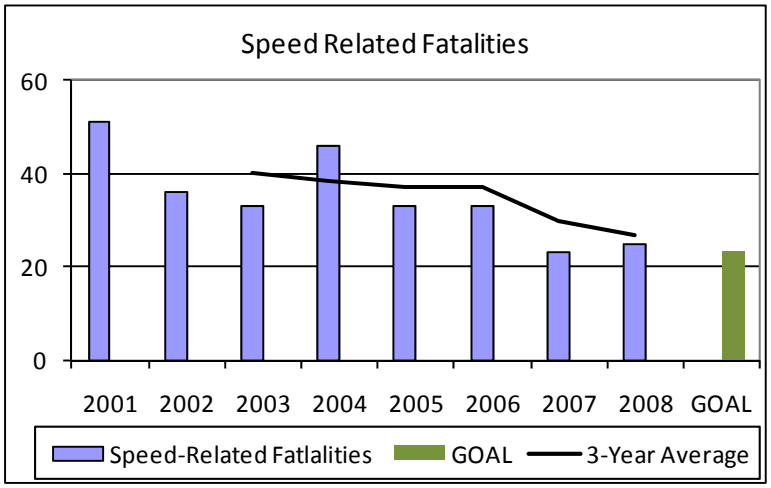
	FARS Count		After Imputation	
2001	27		28	
2002	21		22	
2003	21	23.0	21	23.7
2004	17	19.7	20	21.0
2005	27	21.7	28	23.0
2006	24	22.7	26	24.7
2007	21	24.0	22	25.3
2008	10	18.3	12	20.0
GOAL			2010	18.75



C-6) Number of speed-related fatalities (FARS)

GOAL: Vermont will decrease by 13 percent the three-year average of speed-related fatalities from 27 in 2006 through 2008 to a three-year average of 23.5 by December 31, 2010.

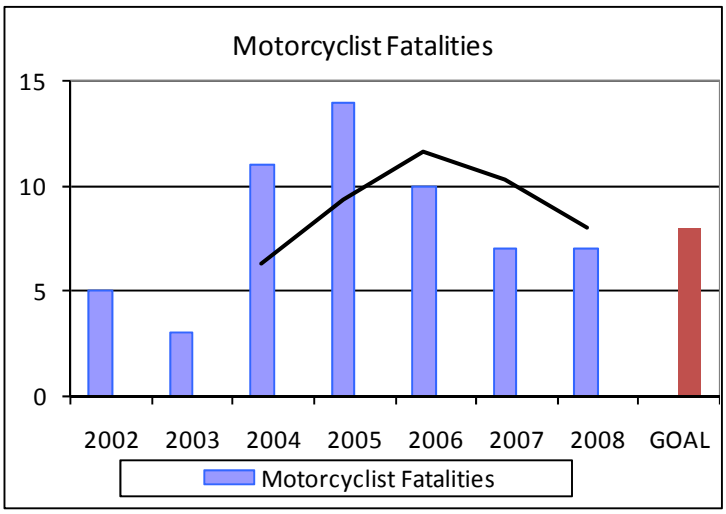
	Speed-Related Fatlalities	3-Year Average
2001	51	39.7
2002	36	39.3
2003	33	40.0
2004	46	38.3
2005	33	37.3
2006	33	37.3
2007	23	29.7
2008	25	27.0
GOAL	2010	23.5



C-7) Number of motorcyclist fatalities (FARS)

GOAL: Vermont will not increase the three-year average of motorcyclist fatalities of 8.0 in 2006 through 2008 during the period through December 31, 2010.

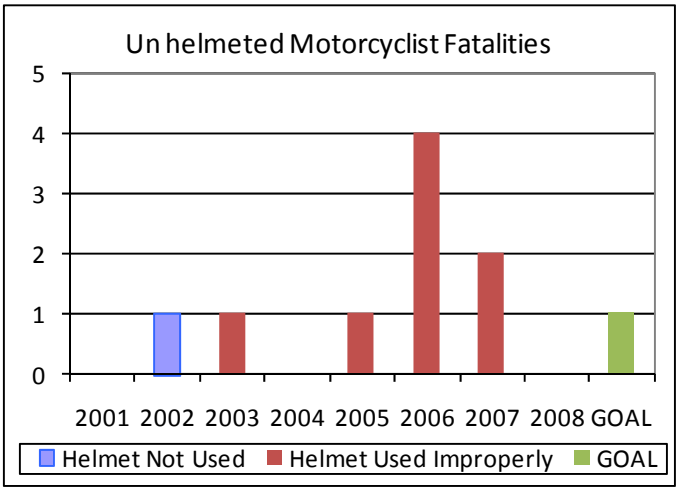
	Motorcyclist Fatalities	3-Year Average
2001	11	
2002	5	
2003	3	6.3
2004	11	6.3
2005	14	9.3
2006	10	11.7
2007	7	10.3
2008	7	8.0
GOAL	2010	8



C-8) Number of unhelmeted motorcyclist fatalities (FARS)

GOAL: Vermont will decrease by 50% the three-year average of unhelmeted motorcyclist fatalities from 2.00 in 2008 to a three-year average of 1.00 by December 31, 2010.

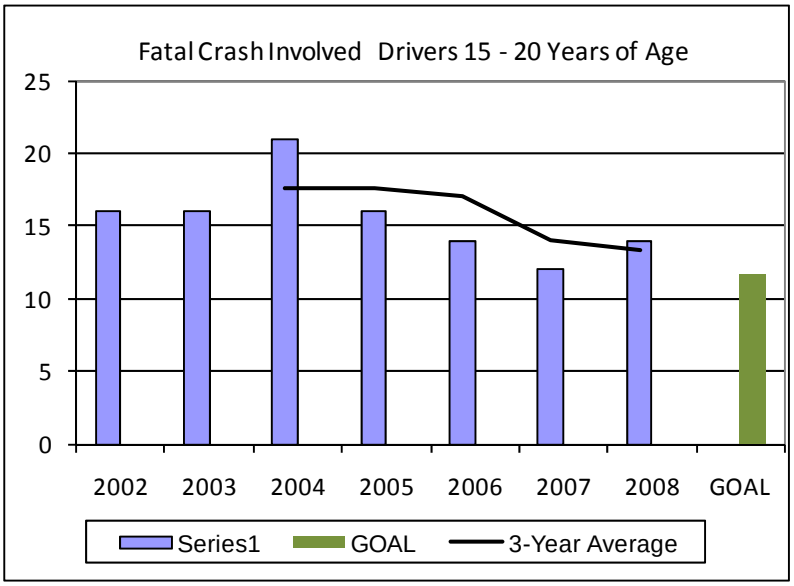
	Helmet Used	Helmet Not Used	Helmet Used Improperly
2001	11		
2002	4	1	
2003	2		1
2004	11		
2005	13		1
2006	6		4
2007	5		2
2008	7		
GOAL		2010	1



C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

GOAL: Vermont will decrease by 12.5 percent the three-year average of drivers age 20 or younger involved in fatal crashes from 13.3 in 2006 through 2008 to a three-year average of 11.65 by December 31, 2010.

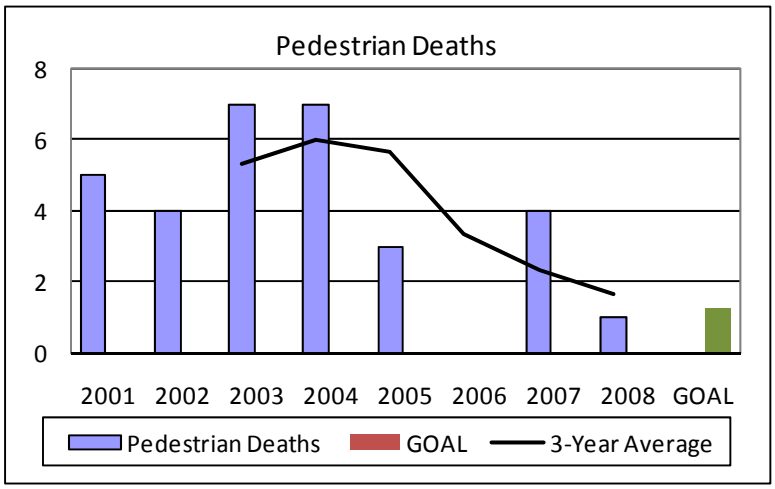
	Drivers 15 - 20 Years of Age	3-Year Average
2002	16	
2003	16	
2004	21	17.7
2005	16	17.7
2006	14	17.0
2007	12	14.0
2008	14	13.3
GOAL	2010	11.65



C-10) Number of pedestrian fatalities (FARS)

GOAL: Vermont will decrease by 27.5 percent the three-year average of fatally injured pedestrians from 1.7 in 2006 through 2008 to a three-year average of 1.25 by December 31, 2010.

	Pedestrian Deaths	3-Year Average
2001	5	
2002	4	
2003	7	5.3
2004	7	6.0
2005	3	5.7
2006	0	3.3
2007	4	2.3
2008	1	1.7
GOAL	2010	1.25

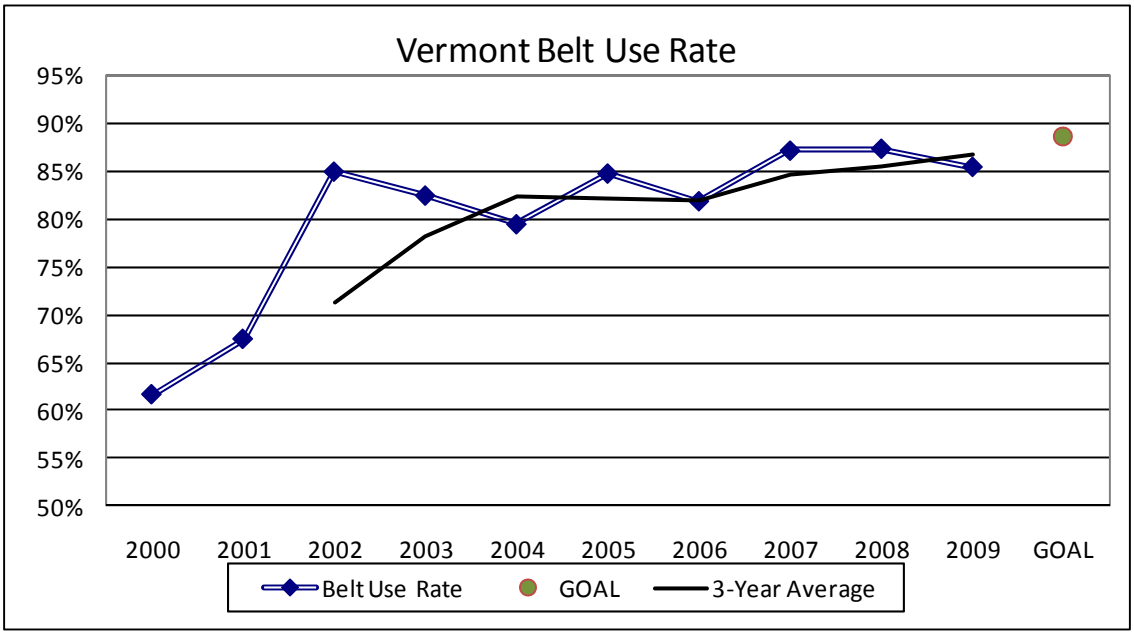


Behavioral Measures

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

GOAL: Vermont will increase by 4.3 percent the observed seat belt use for passenger vehicles, front seat outboard occupants from a three-year average rate of 86.6% in 2006 through 2008 to a three-year average of 90% by December 31, 2010.

	Belt Use Rate	3-Year Average
2000	61.6%	
2001	67.4%	
2002	84.9%	71.3%
2003	82.4%	78.2%
2004	79.4%	82.2%
2005	84.7%	82.2%
2006	81.8%	82.0%
2007	87.1%	84.5%
2008	87.3%	85.4%
2009	85.4%	86.6%
GOAL	2010	88.6%



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: Local Grants for DUI Enforcement

Local Sheriffs, Chiefs, and Constables utilize Highway Safety funds to enforce DUI laws in areas that are problematical for impaired driving. Grant funds will be utilized to reimburse departments for overtime salaries of off-duty officers and cruiser mileage.

Project Title: Vermont State Police DUI Enforcement

Vermont State Police will dedicate troopers from the Traffic Safety Unit and Troop Command Areas to address areas that are problematical for impaired driving. Highway Safety funds will be used for overtime hours and cruiser charges to augment the State-funded regular-time activity.

Project Title: BATMobile Sobriety Checkpoint Support

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. In order to stimulate increased use of sobriety checkpoints, they will be redeployed, given a fresh look and outfitted with high-tech equipment (electronic message boards and license plate reader systems).

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

Impaired drivers come from a variety of locations and situations, which creates a requirement for multiple strategies to reach them. There are also multiple organizations with an alcohol-related mission. GHSP is working with a number of such partners to seek ways to pool resources and work together toward common goals. Possible initiatives include: ski areas, hospitality industry, motorcyclists, the THINK sign program, novice drivers and parental responsibility. Planning has begun on all these issues, and we are hopeful that some will come to fruition during this grant year.

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.

Project Title: DataMaster Replacement Plan

The Department of Health Public Health Laboratory is working to replace older units to minimize breakdown and repair costs. The work is progressing in phases, based on manufacturer and technician schedules.

Project Title: Mobilization Equipment Incentives

Police equipment is offered as an incentive for participation in GHSP-organized mobilizations over the course of the year. Types of equipment that can be earned include:

- Portable breath testing devices
- Checkpoint safety equipment packages

Project Title: SIDNE (Simulated Impaired Driving Experience)

The Department of Liquor Control has a very active educational unit that participates in a broad range of high school and community events statewide, often on their own time. This highly interactive battery-powered vehicle that simulates the effects of impairment from alcohol and other drugs on a motorist's driving skills, will be a useful device for two purposes: it will provide a tool to help drivers understand the dangers of impairment, and, because people

will want to try it, it will open the door for more opportunities to interact with community members on the alcohol issue. The SIDNE, a trailer and equipment to use, protect and maintain it, are included in this budget. The time and expense of staffing the educational program will be borne by Department of Liquor Control personnel.

Project Title: Regional Enforcement Summits

The Department of Liquor Control enforcement unit is responsible for following up on over service of patrons that leads to impaired driving crashes. There are many roadblocks in this task, and this project is to provide a budget for each liquor inspector for a regional summit of all law enforcement agencies in the district, to discuss processes, procedures and removing barriers to taking needed action.

Project Title: Hot Line Support

Several efforts have been made to provide a telephone number individuals can call to report underage drinking parties, impaired drivers, and check on fake identification. Based on past experience, it makes sense to agree on one public reporting plan and promote it.

Project Title: Underage Drinking & Driving/Novice Driver Education

The Department of Liquor Control (DLC) and its inspector force in a unique position to influence young adults in Vermont. With their server training process, outlet licensing function and involvement with Vermont young adult programs, they can help educate young drivers and non-drivers of the consequences of alcohol-related crashes. Through more aggressive activity in liquor license suspension, investigation of last serving establishment, underage sales prevention and compliance checking and inspector's involvement with young Vermonters, DLC can reduce over serving and contribute to the goal of "growing" safe, mature drivers in Vermont

Budget:

Alcohol: Budget Summary

Project Title	Budget	Budget Source
Local Grants for DUI Enforcement	134,000	164 AL funds
Vermont State Police High Visibility Alcohol Enforcement	50,000	410 AL funds
BATMobile/Sobriety Checkpoint Support	200,000	164 alcohol funds
GHSP DUI Task Force	100,000	410 funds
Traffic Safety Resource Attorney	90,000 5,000	410 funds 402 funds
Paid Media to Support Enforcement and Education	345,000 350,000	164 AL funds 410 funds
Drug Recognition Expert Program	82,100	410 funds
Alcohol Campaign Partnerships – Hospitality Hospitality and Ski Areas	100,000 350,000	164 AL funds 410 funds
Vermont MADD or equivalent	80,000	410 funds
DataMaster Replacement Plan	313,000	410 funds
Mobilization Equipment Incentives	200,000 300,000	164 AL funds 410 funds
SIDNE (Simulated Impaired Driving Experience)	40,000	410 funds
Regional Enforcement Summits	75,000	410 funds
Hot Line Support/Media	150,000	410 funds
DLC Drinking & Driving GDL	100,000 50,000 50,000	164 AL funds 402 funds 410 funds
402 Total	55,000	
Total All Funds	3,164,100	

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 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

This comprehensive program is designed to assist the public through the development and distribution of materials, displays, a toll free information line, training and education. The program recruits, educates and maintains a network of certified safety seat technicians. These technicians are supported with materials for safety seat installation, manuals, recall notices, monitoring and update training. Vermont fitting stations and clinics are available statewide and are equipped with appropriate materials and low cost seats. A low cost car seat distribution program also supports the Fitting Stations. Data collected is maintained to determine outreach needs, monitoring technicians and supports certification. Ongoing classes in Special Needs, School Bus, CPS Awareness, Public Service Drivers, Transport in Ambulances, OP Training for New Law Enforcement Recruits and Pediatric Nurses trainings are ongoing. Certification and Technical Update trainings are held annually.

Project Title: Child Passenger Safety Program Manager

Grant management is provided by the Child Passenger Safety Specialist who ensures GHSP policies are followed, safety seat trainings and events are effective and compliant with national standards, and financial transactions are properly documented and accurately reported. This staff member travels the state recruiting potential technicians, securing fitting station locations and event venues, developing, organizing and presenting trainings and developing and purchasing materials, as well as management of the CPS Program staff.

Project Title: "Be Seat Smart" Campaign

Section 2011 funds have allowed us to enhance the statewide program to continue 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. Continued resources have allowed us to provide paid media for National Child Passenger Safety Week in September, and enhance our voluntary fitting stations with grants to support their community service. CPS transport in ambulances will be enhanced through grants to squads with technicians.

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
GHSP CIOT Task Force	200,000	402 funds
CIOT Paid Media	200,000	405 funds
Child Passenger Safety Statewide Program	242,000 105,000	402 funds 2011 funds
Child Passenger Safety Program Manager	100,000	402 funds
"Be Seat Smart" Campaign	60,000	2011 funds
Rollerover Convincer Program Enhancement	50,000	405 funds
402 Total	542,000	
Total All Funds	957,000	

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 and DMV Grants for Traffic Safety Enforcement

More than 7,000 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: 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: 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 motor-cyclist detection, and training on newly deployed police equipment are being planned.

Project Title: Distracted Driving Task Force

This issue has been identified through crash report analysis as a priority of the Strategic Highway Safety Plan and GHSP. Work is ongoing to identify effective countermeasures. We are hopeful that the U. S. Transportation Secretary's summit on the issue will develop useful recommendations for state or local-level activity.

Budget:

Police Traffic Services Program Area: Budget Summary

Project Title	Budget	Budget Source
Vermont State Police Traffic Safety Enforcement	125,000	402 funds
Local and DMV Grants for Traffic Safety Enforcement	325,000 15,000	402 funds 2011 funds
PTS Program Management	100,000	402 funds
Traffic Safety Summit	30,000	402 funds
Police Training Programs	15,000	402 funds
Distracted Driving Task Force	50,000	402 funds
402 Total	645,000	
Total All Funds	660,000	

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.

Law enforcement officers are respected authorities within their communities. Many have asked the Highway Safety Office for permission to use enforcement dedicated funds to provide community education. The HSO has been unwilling to approve this diversion of limited enforcement funds. This project is to test what enforcement officers can do as educators to reduce crashes in their community. Further there are funds in this project to provide education tools for those community education efforts.

Project Title: Enforcement Task Force Court Fund

Highway Safety Office sponsored local and task force enforcement generates traffic citations for which the issuing officers must appear in court sometimes months after the close of the grant funded enforcement period. To ensure aggressive adjudication of these citations some departments need a resource so that the officer can go to court which sometimes require to a courthouse far from the officers home turf. We support this aggressive pursuit of traffic tickets written on our programs.

Budget:

Law Enforcement Support: Budget Summary

Project Title	Budget	Budget Source
Vermont Law Enforcement Challenge	50,000 50,000	402 funds 410 funds
GHSP Law Enforcement Liaison	50,000 50,000	402 funds 410 funds
Vermont Sheriffs Association Law Enforcement Liaison	45,000 50,000	402 funds 410 funds
Vermont Chiefs of Police Association Law Enforcement Liaison	45,000 50,000	402 funds 410 funds
Law Enforcement Education Opportunities and Tools	20,000 10,000 35,000	402 funds 405 funds 410 funds
GHSP Task Force – Court Fund	4,000	402 funds
402 Total	**214,000**	
Total All Funds	459,000	

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.

Budget:

Emergency Medical Services Program Area: Budget Summary

Project Title	Budget	Budget Source
Annual EMS Conference	10,000	402 funds
402 Total	10,000	
Total All funds	10,000	

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 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 along with startup materials and other 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, training in detection of non-compliant helmets will be provided to law enforcement officers on a regional basis. In addition, training will be provided to all law

enforcement entities regarding the detection of motorcycle riders that are under the influence of alcohol or other drugs.

We also plan to partner with the Department of Liquor Control on both educational and enforcement opportunities to work with liquor establishments that cater to motorcycle riders. By educating bar owners we hope to foster a partnership in keeping their patrons safe, in doing so our goal would be to reduce the number of impaired riding incidents.

Public awareness information has been and will continue to be targeted toward motorcyclists and the motoring public. Public awareness will include but is not limited to radio and television campaigns. Through the use of PSA's and paid media we will focus on Public Awareness as well as Motorcyclist Awareness. Sharing the road with motorcycles and motorcyclist's understanding their role in safe riding practices will be featured. In addition, we will feature a campaign on Safe Riding Gear which includes promoting the use of DOT compliant Helmets.

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	80,000	2010 funds
Enforcement and Public Training and Awareness	110,000 30,000 75,000	402 funds 410 funds 2010 funds
402 Total	110,000	
Total All Funds	295,000	

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 work zones, 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	50,000	402 funds
Speed/Aggressive Driving Media	50,000	402 funds
Variable Message Boards	Free	
402 Total	100,000	402 funds
Total All Funds	100,000	

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	9,300,000	164 funds
402 Total		
Total All Funds	9,300,000	

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 currently hosts a traffic safety program. We continue to fund this program but are looking for ways to enhance it. 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. The need exists for a vehicle to transport materials to various events around Vermont; we intend to purchase such a resource for this program.

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 GHSP interest in reducing death and injury of young Vermonters. By focusing on youth from driving permit age to the age when risky driving traditionally.

VSEC also supports the Vermont Youth Officer Network. 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 training, materials and programs.

Project Title: Vermonters Impact Panel Resource Center

Impact panel programs are now managed by the Department of Corrections and offer a new level of service. Database creation by the Department of Corrections has been augmented by a toll-free telephone line that offers 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: 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. YSC has been funded only for a short period of time. We believe another year of operation will permit us to better evaluate the progress YSC has made.

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 in 2008, 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 2009 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 its 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: Highway Safety Development Academy

As our senior highway safety educators, activists and grant managers retire from the field, we are finding it difficult to find individuals to take their place, and impossible to identify people who understand the dangers of the transportation system, progress that has been made, how to identify real problems, and appropriate countermeasure selection and evaluation techniques. NHTSA and other organizations have excellent materials and courses, and they need to be promoted and made available within Vermont to help us identify and develop the next generation of managers who will keep working in this field, as the work becomes more challenging with each level of accomplishment, and the intricacies of managing funds becomes more complex.

Project Title: Sporting Venue Safety Message Initiative

Sports events are a draw for many of the prime highway safety message targets. We plan to bring traffic safety messages to these audiences at several related venues. Those previously used and newly identified and contacted will add to our network of messages at sport events.

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 are an ongoing need. Using a local production resource allows Vermont to quickly produce media targeted to Vermont needs and with Vermont flavor.

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, designs and implements public outreach efforts, and manages website content. Assists sub grantees and partners in developing clear, reasonable goals for their campaigns, designs materials, and recommends appropriate evaluation tools.

Budget:

Community Education Programs: Budget Summary

Project Title	Budget	Budget Source
Community Traffic Safety Programs	100,000 50,000	402 funds 410 funds
Vermont Teen Leadership Safety Program	150,000 100,000	402 funds 410 funds
VTLSP Replacement Vehicle	25,000 15,000	402 funds 410 funds
Elementary Education	12,000	402 funds
Vermont Safety Education Center	65,000 40,000	402 funds 410 funds
Vermonters' Impact Panel	30,000	410 funds
Youth Safety Council of Vermont	45,000	402 funds
ENCARE	10,000 20,000	402 funds 410 funds
Workplace Traffic Safety Program	50,000 50,000	402 funds 410 funds
Lifesaver "Highway Heroes" Awards	8,000	402 funds
Distracted Driving Social Norming Campaign	150,000	402 funds
Novice Driver Parent Empowerment Campaign	75,000	402 funds
Highway Safety Development Academy	200,000 25,000	164 AL funds 405 funds

	25,000 35,000	406 funds 2011 funds
Sporting Venue Messages	42,500	402 funds
Media Production	5,000 5,000 15,000 3,000	402 funds 405 funds 410 funds 2010 funds
Community Programs Manager	100,000	402 funds
Public Information Officer	100,000	402 funds
402 Total	937,500	
Total All Funds	1,550,500	

EVALUATION AND DATA COLLECTION

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

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.

Project Title: Annual Safety Belt Surveys

We intend to conduct two annual observational surveys. Observers will conduct the surveys in accordance with NHTSA standards, both pre- and post-Click It or Ticket mobilization. Changes being talked about at the national level in the survey design requirements may require us to revisit the current survey locations and sample sizes and based on changes and cost we may not do the pre-mobilization survey.

Project Title: Attitude and Knowledge Polling

Attitude and knowledge (telephone or other methods) surveys may be utilized to measure public attitudes and knowledge, in support of or as a result of occupant protection, impaired driving, child passenger safety, speed and aggressive driving and other highway safety programs or initiatives.

Project Title: Program Evaluation

GHSP is striving to evaluate one major program area per year. In FFY 2009, both youth programs and GHSP management are scheduled for review. These evaluations will be used to fine-tune programs and help plan resource commitments. Motorcycle and Child Passenger Safety Programs are currently under consideration for evaluation in 2010, as well as several other programs.

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.

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: CPS Observational Survey

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: **DUI Tracking System**

Vermont highway safety managers, prevention and recovery activists, court officials, legislators and government policy developers often ask for information about the problems created be alcohol users/abusers on the highways. A system by which information is readily available to any of these officials is needed to help them better react to alcohol issues. National activity around the establishment of common data elements for DUI tracking also indicate this is a time Vermont should pursue a DUI tracking system.

Budget:

Evaluation and Data Collection: Budget Summary

Project Title	Budget	Budget Source
Traffic Safety Crash Analyst	65,000	402 fund
Annual safety belt surveys	36,000	405 funds
Attitude and Knowledge Polling	5,000 4,000 10,000 6,000 12,000	402 funds 405 funds 410 funds 2010 funds 2011 funds
Program Evaluation	30,000 30,000	402 funds 2011 funds
Youth Risk Behavioral Survey	3,000 6,000	405 funds 410 funds
Crash Data Book	40,000	402 funds
CPS Observational Survey	25,000	2011 funds
DUI Tracking System	221,000	164 AL funds
402 Total	140,000	
Total All Funds	493,000	

SECTION 406 - SAFETY BELT INCENTIVE

Mandated $1 Million Behavioral Funds

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

Project Title: Mobilization Equipment Incentives

Police equipment is offered as an incentive for participation in GHSP-organized mobilizations over the course of the year. Types of equipment that can be earned include:

- digital cruiser cameras
- speed detection equipment
- upgraded cruiser lightbars
- portable electronic message boards
- speed trailers or carts

Budget:

Section 406 Safety Belt Incentive: Budget Summary

Project Title	Budget	Budget Source
Mobilization Equipment Incentives	950,000	406 funds
402 Total	0	
Total All Funds	950,000	

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	4,000	402 funds
DII (internet-related expenses)	2,000	402 funds
GHSA Dues	4,500	402 funds
VISION Accounting Program Share	9,000	402 funds
Storage	2,000	402 funds
GHSP Staff and Partners Travel and Training	12,000	402 funds
402 Total	33,500	
Total All Funds	33,500	

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: Crash Repository – Spillman© Link:

Project Description: The scope of this project is to provide for a timely collection, use and management of vital crash data for the management of highway law enforcement and in other various highway safety programs. The computer aided dispatch (CAD) used by many of Vermont's law enforcement agencies, most notably the Vermont State Police, is a Spillman© based application. This project will allow agencies to use the state crash repository and web based report system and to have a background data transfer to fill the data in the Spillman© system making the data available for the Spillman© query tools and to interact with the other features of the Spillman© CAD applications. The application will provide the use of a standard data exchange (XML) between the local system and the state crash repository. This interface will increase the interconnectivity of the crash repository and the CAD systems across Vermont.

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 completeness, timeliness and the overall quality of the data in the crash repository. The project manager is also implementing an on-line, crash form related help function into the currently used web-Crash program.

Project Title: Pre-Hospital 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 route 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 stand alone 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/Mobile Office

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/office, 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.

Project Title: DPS Information Technology Improvements Staffing:

Project Description: The Information Technology (IT) Section in the Department of Public Safety provides technology systems and services to all Vermont law enforcement systems in one form or another. DPS/IT technical services cover a wide range of activities including IT planning, technology training, problem solving, project management; design, development and support of projects and their systems, network management, computer security, data security, project field test operations, and equipment selection, replacement, and maintenance. Nothing can happen in Vermont law enforcement systems changes or maintenance without some degree of involvement in DPS/IT. This project is to provide the necessary IT technicians to allow various hardware/software projects for mobile crash, citation and office to become a reality. This position is currently nonexistent. With no one to provide these services many projects cannot progress.

Budget:

Traffic Records Program Area: Budget Summary

Project Title	Budget	Budget Source
Crash File & Linkages	350,000	408 funds
Project Management	150,000	408 funds
Pre-Hospital Run Reporting	200,000	408 funds
Roadway Inventory	100,000	408 funds
Courts System	100,000	408 funds
Mobile Crash/E-Ticket	500,000	408 funds
IT Support of Programs	250,000	408 funds
402 Total	0	
Total All Funds	1,650,000	

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 and 2 CFR Part 225 - 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, sub grants, and contracts under grant, loans, and cooperative agreements) and that all sub recipients 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 is 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).

_____

Thomas R. Tremblay, Commissioner **Date**

Governor's Highway Safety Representative

U.S. Department of Transportation National Highway Traffic Safety Administration Federal Highway Administration

HIGHWAY SAFETY PROGRAM COST SUMMARY

State: **VERMONT** **Number: Preliminary** **Date: August 10, 2009**

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	$0		$1,400,850	$0.00	$0		$0	$0
CP	$1,012,500		$0	$0.00	$1,012,500		$1,012,500	$624,500
DE	$0		$0	$0.00	$0		$0	$0
EM	$10,000		$0	$0.00	$10,000		$10,000	$10,000
MC	$140,000		$0	$0.00	$140,000		$140,000	$105,000
OP	$542,000		$0	$0.00	$542,000		$542,000	$392,000
PA	$33,500		$0	$0.00	$33,500		$33,500	$0
PT	$909,000		$2,000	$0.00	$909,000		$909,000	$724,000
SC	$100,000		$0	$0.00	$100,000		$100,000	$100,000
TR	$40,000		$0	$0.00	$40,000		$40,000	$25,000
2009 402 Total	**$2,787,000**			**$0.00**	**$2,787,000**		**$2,787,000**	**$1,980,500**
SAFETEA-LU								
164 HE	$9,300,000		$0	$0.00	$9,300,000		$9,300,000	$0
164 AL	$1,500,000		$0	$0.00	$1,500,000		$1,500,000	$1,196,500
405	$333,000		$0	$0.00	$333,000		$333,000	$278,000
406	$975,000		$0	$0.00	$975,000		$975,000	$900,000
408	$1,650,000		$0	$0.00	$1,650,000		$1,650,000	$700,000
410	$2,631,100		$0	$0.00	$2,631,100		$2,631,100	$2,137,500
2010	$164,000		$0	$0.00	$164,000		$164,000	$141,500
2011	$282,000		$0	$0.00	$282,000		$282,000	$200,000
2009 SAFETEA Total	**$16,835,100**		**$0**	**$0.00**	**$16,835,100**		**$16,835,100**	**$5,553,500**
NHTSA TOTALS	**$19,622,100**	**$0**		**$0**	**$19,622,100**	**0%**	**$19,622,100**	**$7,534,000**

State Official Authorized Signature:

NAME: _____
Thomas Tremblay, Commissioner
TITLE: Governor's Representative
DATE: _____

NHTSA Official Authorized Signature:

NAME: _____
Philip Wieser
TITLE: Regional Administrator
DATE: _____

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN

State: **VERMONT** | **AL - ALCOHOL PROJECTS** | **Date: August 10, 2009**

Federally Funded Programs								
Projects	**Planned Project Costs**	**Basis for % Change**	**State/ Local Funds**	**Previous Balance**	**Increase/ Decrease**	**% Change**	**Current Balance**	**Federal Share To Local**
Local DUI Police Activity			$314,000	$0.00	$0		$0	
State Police DUI Teams			$1,086,850	$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	**$0**		**$1,400,850**	**$0.00**	**$0**		**$0**	**$0**

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN

State: **VERMONT** | **CP - COMMUNITY PROJECTS** | **Date: August 10, 2009**

Federally Funded Programs								
Projects	**Planned Project Costs**	**Basis for % Change**	**State/ Local Funds**	**Previous Balance**	**Increase/ Decrease**	**% Change**	**Current Balance**	**Federal Share To Local**
Community Programs Management	$100,000			$0.00	$100,000		$100,000	$0
Public Information Officer	$100,000			$0.00	$100,000		$100,000	$0
Workplace Traffic Safety	$50,000			$0.00	$50,000		$50,000	$45,000
Media Production Contractor	$5,000			$0.00	$5,000		$5,000	$2,500
Public Education by LE Officers	$20,000			$0.00	$20,000		$20,000	$20,000
Youth Safety Council of Vermont	$45,000			$0.00	$45,000		$45,000	$40,000
VT Teen Leadership Safety Program	$150,000			$0.00	$150,000		$150,000	$100,000
VT Teen Leadership Van (w/$15K 410)	$25,000			$0.00	$25,000		$25,000	$0
Vermont Safety Education Center	$65,000			$0.00	$65,000		$65,000	$65,000
DLC Underage Drinking/Driving; GDL	$50,000			$0.00	$50,000		$50,000	$25,000
Novice Driver/Parental Campaign	$75,000			$0.00	$75,000		$75,000	$75,000
ENCARE	$10,000			$0.00	$10,000		$10,000	$10,000
Statewide CTSP Program	$100,000			$0.00	$100,000		$100,000	$30,000
Elementary School Safety Education	$12,000			$0.00	$12,000		$12,000	$12,000
Lifesaver Awards Program	$8,000			$0.00	$8,000		$8,000	$7,500
Sports Teams Partnerships	$42,500			$0.00	$42,500		$42,500	$42,500
Public Knowledge/Opinion Surveys	$5,000			$0.00	$5,000		$5,000	$0
Paid Media Distracted Driving	$150,000			$0.00	$150,000		$150,000	$150,000
				$0.00	$0		$0	
				$0.00	$0		$0	
				$0.00	$0		$0	
402 CP - TOTAL	**$1,012,500**		**$0**	**$0.00**	**$1,012,500**		**$1,012,500**	**$624,500**

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN

State: **VERMONT** | **EM - EMERGENCY MEDICAL PROJECTS** | **Date: August 10, 2009**

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	$10,000			$0.00	$10,000		$10,000	$10,000
				$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 EM - TOTAL	**$10,000**		**$0**	**$0.00**	**$10,000**		**$10,000**	**$10,000**

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN

State: **VERMONT** | **MC - MOTORCYCLE TRAFFIC SAFETY PROJECTS** | **Date: August 10, 2009**

Federally Funded Programs								
Projects	**Planned Project Costs**	**Basis for % Change**	**State/ Local Funds**	**Previous Balance**	**Increase/ Decrease**	**% Change**	**Current Balance**	**Federal Share To Local**
Safety Education Programs (MTC)	$40,000			$0.00	$40,000		$40,000	$35,000
Targeted Enforcement (MTC)	$20,000			$0.00	$20,000		$20,000	$20,000
Program Assessment	$30,000			$0.00	$30,000		$30,000	$0
Paid Media Share the Road	$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	
402 MC - TOTAL	**$140,000**		**$0**	**$0.00**	**$140,000**		**$140,000**	**$105,000**

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN

State: **VERMONT** | **OP - OCCUPANT PROTECTION PROJECTS** | **Date: August 10, 2009**

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	$75,000			$0.00	$75,000		$75,000	$75,000
CPS Materials	$35,000			$0.00	$35,000		$35,000	$35,000
Kids In Safety Seats (KISS) Seats	$25,000			$0.00	$25,000		$25,000	$25,000
CPS Program Support	$102,000			$0.00	$102,000		$102,000	$52,000
CPS Certifications	$5,000			$0.00	$5,000		$5,000	$5,000
Click It Or Ticket Task Force	$200,000			$0.00	$200,000		$200,000	$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	
402 OP - TOTAL	**$542,000**		**$0**	**$0.00**	**$542,000**		**$542,000**	**$392,000**

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN

State: **VERMONT** | **PA - PROGRAM ADMINISTRATION PROJECTS** | **Date: August 10, 2009**

Federally Funded Programs

Projects	Planned Project Costs	Basis for % Change	State/ Local Funds	Previous Balance	Increase/ Decrease	% Change	Current Balance	Federal Share To Local
Single Audit	$4,000			$0.00	$4,000		$4,000	$0
Information Services	$2,000			$0.00	$2,000		$2,000	$0
Governors' Highway Safety Assn	$4,500			$0.00	$4,500		$4,500	$0
Financial Reports System	$9,000			$0.00	$9,000		$9,000	$0
Travel	$12,000			$0.00	$12,000		$12,000	$0
Off-site Storage	$2,000			$0.00	$2,000		$2,000	$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 PA - TOTAL	**$33,500**		**$0**	**$0.00**	**$33,500**		**$33,500**	**$0**

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN

State: **VERMONT** | **PT - POLICE TRAFFIC SERVICES PROJECTS** | **Date: August 10, 2009**

Federally Funded Programs								
Federally Funded Programs	**Planned Project Costs**	**Basis for % Change**	**State/ Local Funds**	**Previous Balance**	**Increase/ Decrease**	**% Change**	**Current Balance**	**Federal Share To Local**
Enforcement Programs Management	$100,000			$0.00	$100,000		$100,000	$0
Crash Data Analyst	$65,000			$0.00	$65,000		$65,000	$30,000
Enforcement Grants to Local	$318,000			$0.00	$318,000		$318,000	$318,000
State Police Enforcement	$125,000			$0.00	$125,000		$125,000	$125,000
Motor Vehicle Enforcement	$7,000			$0.00	$7,000		$7,000	$7,000
Task Forces Court Fund	$4,000		$2,000	$0.00	$4,000		$4,000	$4,000
Distracted Driving Enforcement	$50,000			$0.00	$50,000		$50,000	$50,000
Traffic Resource Prosecutor	$5,000			$0.00	$5,000		$5,000	$5,000
Law Enforcement Challenge	$50,000			$0.00	$50,000		$50,000	$50,000
Law Enforcement Liaison Program	$140,000			$0.00	$140,000		$140,000	$100,000
Law Enforcement Training	$15,000			$0.00	$15,000		$15,000	$15,000
Traffic Safety Summit	$30,000			$0.00	$30,000		$30,000	$20,000
				$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	
402 PT - TOTAL	**$909,000**		**$2,000**	**$0.00**	**$909,000**		**$909,000**	**$724,000**

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN

State: **VERMONT** | **SC - SPEED CONTROL PROJECTS** | **Date: August 10, 2009**

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	$50,000			$0.00	$50,000		$50,000	$50,000
Paid Media S/AD	$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	
402 SC - TOTAL	**$100,000**		**$0**	**$0.00**	**$100,000**		**$100,000**	**$100,000**

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN

State: **VERMONT** | **TR - TRAFFIC RECORDS PROJECTS** | **Date: August 10, 2009**

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	$40,000			$0.00	$40,000		$40,000	$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	
				$0.00	$0		$0	
				$0.00	$0		$0	
				$0.00	$0		$0	
				$0.00	$0		$0	
402 TR - TOTAL	**$40,000**		**$0**	**$0.00**	**$40,000**		**$40,000**	**$25,000**

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN

State: **VERMONT** | **Section 164 - ALCOHOL TRANSFER FUNDS PROJECTS** | **Date: August 10, 2009**

Federally Funded Programs								
Projects	**Planned Project Costs**	**Basis for % Change**	**State/ Local Funds**	**Previous Balance**	**Increase/ Decrease**	**% Change**	**Current Balance**	**Federal Share To Local**
Enforcement Grants to Local (AL)	$134,000			$0.00	$134,000		$134,000	$314,000
Bat mobile/Checkpoint Support (AL)	$200,000			$0.00	$200,000		$200,000	$200,000
Mobilization Rewards Program	$200,000			$0.00	$200,000		$200,000	$100,000
DLC Underage Drinking/Driving; GDL	$100,000			$0.00	$100,000		$100,000	$50,000
HS Professionals Development	$200,000			$0.00	$200,000		$200,000	$150,000
Hospitality Industry Campaign	$100,000			$0.00	$100,000		$100,000	$50,000
DUI Tracking System	$221,000			$0.00	$221,000		$221,000	$100,000
Paid Media Alcohol Mob (8/10)	$20,000			$0.00	$20,000		$20,000	$20,000
Paid Media THINK Sign Program	$75,000			$0.00	$75,000		$75,000	$37,500
Paid Media Hot Lines Awareness	$150,000			$0.00	$150,000		$150,000	$75,000
Paid Media DDACTS	$100,000			$0.00	$100,000		$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	
164 AL- TOTAL	**$1,500,000**		**$0**	**$0.00**	**$1,500,000**		**$1,500,000**	**$1,196,500**

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN

State: **VERMONT** | **Section 164 - ALCOHOL TRANSFER FUNDS PROJECTS** | **Date: August 10, 2009**

Federally Funded Programs								
Projects	**Planned Project Costs**	**Basis for % Change**	**State/ Local Funds**	**Previous Balance**	**Increase/ Decrease**	**% Change**	**Current Balance**	**Federal Share To Local**
Hazard Elimination Projects (HE)	$9,300,000			$0.00	$9,300,000		$9,300,000	$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	
164 HE - TOTAL	**$9,300,000**		**$0**	**$0.00**	**$9,300,000**		**$9,300,000**	**$0**

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN

State: **VERMONT** | **Section 405 - OCCUPANT PROTECTION PROJECTS** | **Date: August 10, 2009**

Federally Funded Programs

Projects	Planned Project Costs	Basis for % Change	State/ Local Funds	Previous Balance	Increase/ Decrease	% Change	Current Balance	Federal Share To Local
Media Production Contractor	$5,000			$0.00	$5,000		$5,000	$2,500
Educational Display Tools	$10,000			$0.00	$10,000		$10,000	$7,500
Belt Use Surveys	$36,000			$0.00	$36,000		$36,000	$0
Public Knowledge/Opinion Surveys	$4,000			$0.00	$4,000		$4,000	$0
Roll-Over Demonstrator Program	$50,000			$0.00	$50,000		$50,000	$50,000
HS Professionals Development	$25,000			$0.00	$25,000		$25,000	$15,000
Youth Risk Behavior Survey	$3,000			$0.00	$3,000		$3,000	$3,000
Paid Media CIOT (11/09)	$50,000			$0.00	$50,000		$50,000	$50,000
Paid Media Click It Or Ticket (5/10)	$150,000			$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	
405 - TOTAL	**$333,000**		**$0**	**$0.00**	**$333,000**		**$333,000**	**$278,000**

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN

State: **VERMONT** | **Section 406 - BELT USE INCENTIVE PROJECTS** | **Date: August 10, 2009**

Federally Funded Programs								
Projects	**Planned Project Costs**	**Basis for % Change**	**State/ Local Funds**	**Previous Balance**	**Increase/ Decrease**	**% Change**	**Current Balance**	**Federal Share To Local**
Mobilization Incentives Program	$950,000			$0.00	$950,000		$950,000	$885,000
HS Professionals Development	$25,000			$0.00	$25,000		$25,000	$15,000
				$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	
406 - TOTAL	**$975,000**		**$0**	**$0.00**	**$975,000**		**$975,000**	**$900,000**

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN

State: **VERMONT** | **Section 408 - DATA PROGRAM INCENTIVE PROJECTS** | **Date: August 10, 2009**

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	$350,000			$0.00	$350,000		$350,000	$150,000
Project Management	$150,000			$0.00	$150,000		$150,000	$50,000
Pre Hospital Run Reporting	$200,000			$0.00	$200,000		$200,000	$200,000
Roadway Inventory	$100,000			$0.00	$100,000		$100,000	$50,000
Courts System	$100,000			$0.00	$100,000		$100,000	$100,000
Mobile Crash/E-Ticket	$500,000			$0.00	$500,000		$500,000	$150,000
IT Support of Projects	$250,000			$0.00	$250,000		$250,000	$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	**$1,650,000**		**$0**	**$0.00**	**$1,650,000**		**$1,650,000**	**$700,000**

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN

State: **VERMONT**

410 - ALCOHOL TRAFFIC SAFETY PROJECTS

Date: August 10, 2009

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
Mobilization Rewards Program	$300,000			$0.00	$300,000		$300,000	$150,000
Public Education by LE Officers	$20,000			$0.00	$20,000		$20,000	$20,000
Educational Display Tools	$15,000			$0.00	$15,000		$15,000	$12,500
Motorcycle Targeted Enforcement	$10,000			$0.00	$10,000		$10,000	$10,000
Workplace Traffic Safety	$50,000			$0.00	$50,000		$50,000	$45,000
Law Enforcement Liaison Program	$150,000			$0.00	$150,000		$150,000	$135,000
Law Enforcement Challenge	$50,000			$0.00	$50,000		$50,000	$50,000
Traffic Resource Prosecutor	$90,000			$0.00	$90,000		$90,000	$90,000
Media Production Contractor	$15,000			$0.00	$15,000		$15,000	$8,500
Drug Recognition Expert Program	$67,500			$0.00	$67,500		$67,500	$64,500
Drug Program in Health Department	$14,600			$0.00	$14,600		$14,600	$10,500
Data Master Test Equipment	$313,000			$0.00	$313,000		$313,000	$313,000
Regional Impaired Driving Summits	$75,000			$0.00	$75,000		$75,000	$60,000
VT Teen Leadership Safety Program	$100,000			$0.00	$100,000		$100,000	$75,000
VT Teen Leadership Van (w/$25K 402)	$15,000			$0.00	$15,000		$15,000	$0
Vermont Safety Education Center	$40,000			$0.00	$40,000		$40,000	$40,000
Vermonters' Impact Panel	$30,000			$0.00	$30,000		$30,000	$25,000
Enforcement Hot Lines Support	$25,000			$0.00	$25,000		$25,000	$25,000
DLC Underage Drinking/Driving; GDL	$50,000			$0.00	$50,000		$50,000	$25,000
DLC Simulator & Program (SIDNE)	$40,000			$0.00	$40,000		$40,000	$40,000
Public Knowledge/Opinion Surveys	$10,000			$0.00	$10,000		$10,000	$0
Youth Risk Behavior Survey	$6,000			$0.00	$6,000		$6,000	$6,000
ENCARE	$20,000			$0.00	$20,000		$20,000	$20,000
Statewide CTSP Program	$50,000			$0.00	$50,000		$50,000	$0
Safety Education Programs (MTC)	$20,000			$0.00	$20,000		$20,000	$20,000

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN

State: **VERMONT**

410 - ALCOHOL TRAFFIC SAFETY PROJECTS (cont.)

Date: August 10, 2009

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	$80,000			$0.00	$80,000		$80,000	$80,000
Ski Area Safety Campaign	$100,000			$0.00	$100,000		$100,000	$100,000
Hospitality Industry Campaign	$250,000			$0.00	$250,000		$250,000	$200,000
Paid Media Alcohol Mobilization (12/09)	$75,000			$0.00	$75,000		$75,000	$75,000
Paid Media Alcohol Mobilization (8/10)	$50,000			$0.00	$50,000		$50,000	$50,000
Paid Media THINK Sign Program	$75,000			$0.00	$75,000		$75,000	$37,500
Paid Media Novice Driver	$150,000			$0.00	$150,000		$150,000	$150,000
Paid Media Hot Lines Awareness	$125,000			$0.00	$125,000		$125,000	$50,000
410 - TOTAL	**$2,631,100**		**$0**	**$0.00**	**$2,631,100**		**$2,631,100**	**$2,137,500**

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN

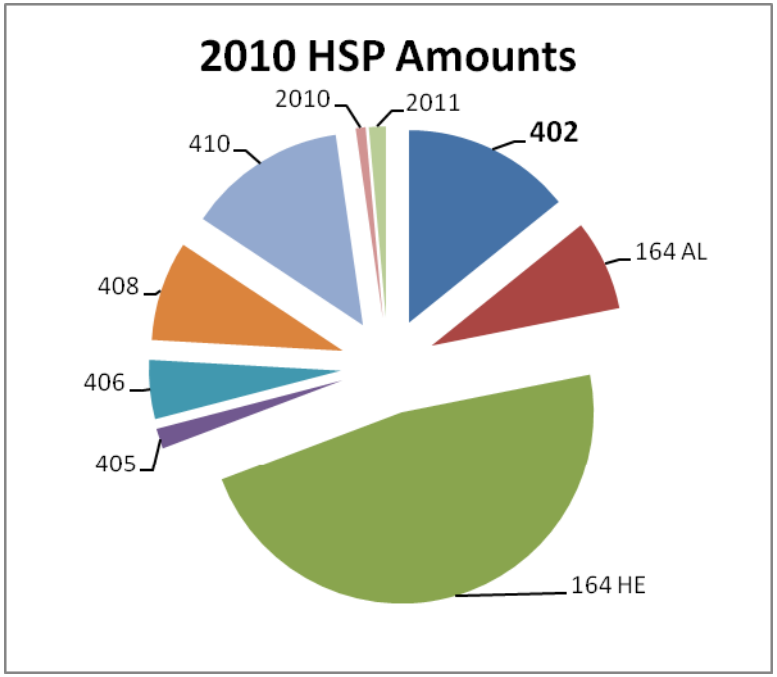
State: **VERMONT** | **Section 2010 - MOTORCYCLE SAFETY INCENTIVE PROJECTS** | **Date: August 10, 2009**

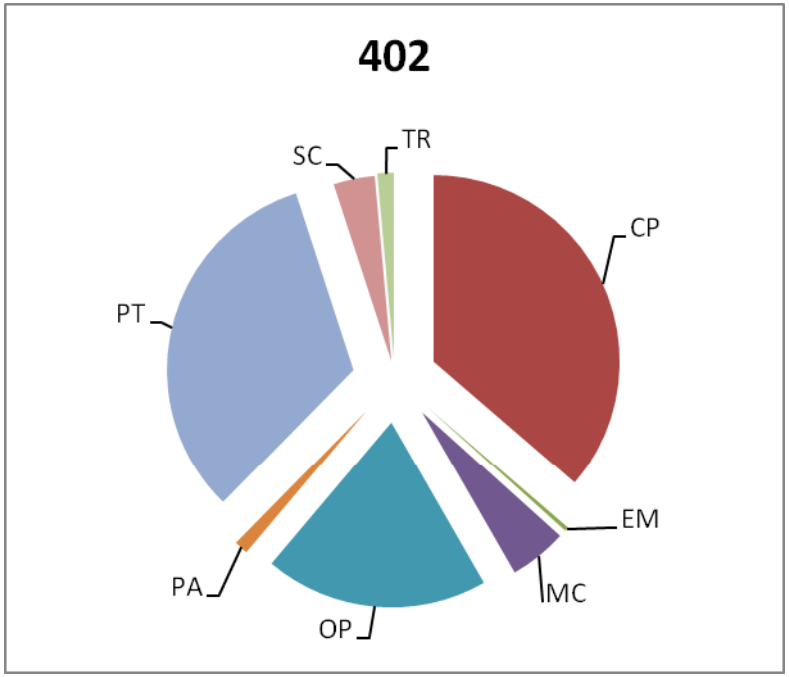
Federally Funded Programs								
Projects	**Planned Project Costs**	**Basis for % Change**	**State/ Local Funds**	**Previous Balance**	**Increase/ Decrease**	**% Change**	**Current Balance**	**Federal Share To Local**
Motorcycle Rider Training Site	$80,000			$0.00	$80,000		$80,000	$70,000
Safety Education Programs (MTC)	$50,000			$0.00	$50,000		$50,000	$45,000
Media Production Contractor	$3,000			$0.00	$3,000		$3,000	$1,500
Public Knowledge/Opinion Surveys	$6,000			$0.00	$6,000		$6,000	$0
Paid Media Share the Road	$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	
				$0.00	$0		$0	
				$0.00	$0		$0	
2010 - TOTAL	**$164,000**		**$0**	**$0.00**	**$164,000**		**$164,000**	**$141,500**

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN

State: **VERMONT** | **Section 2011 - CHILD SEAT PROJECTS** | **Date: August 10, 2009**

Federally Funded Programs								
Projects	**Planned Project Costs**	**Basis for % Change**	**State/ Local Funds**	**Previous Balance**	**Increase/ Decrease**	**% Change**	**Current Balance**	**Federal Share To Local**
EMS Training Incentives	$25,000			$0.00	$25,000		$25,000	$25,000
CPS Inspections/Inspection Stations	$80,000			$0.00	$80,000		$80,000	$80,000
CPS Observational Survey	$25,000			$0.00	$25,000		$25,000	$0
CPS Enforcement Campaign	$15,000			$0.00	$15,000		$15,000	$15,000
Paid Media CPS Campaign	$60,000			$0.00	$60,000		$60,000	$60,000
HS Professionals Development	$35,000			$0.00	$35,000		$35,000	$20,000
Public Knowledge/Opinion Surveys	$12,000			$0.00	$12,000		$12,000	$0
Program Assessment	$30,000			$0.00	$30,000		$30,000	$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	**$282,000**		**$0**	**$0.00**	**$282,000**		**$282,000**	**$200,000**





2010 HSP Amounts

Source	
402	$2,787,000
164 AL	$1,500,000
164 HE	$9,300,000
405	$333,000
406	$975,000
408	$1,650,000
410	$2,631,100
2010	$164,000
2011	$282,000

402 Program Area	
AL	$0
CP	$1,012,500
EM	$10,000
MC	$140,000
OP	$542,000
PA	$33,500
PT	$909,000
SC	$100,000
TR	$40,000