



“Towards Zero Deaths”

STATE OF VERMONT

**Governor's Highway Safety Program
HIGHWAY SAFETY PLAN 2013**





Governor's Highway Safety Program

103 South Main Street

Waterbury, Vermont 05671-2101

www.ghsp.vermont.gov

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MISSION STATEMENT

Working towards the goal of “Zero Deaths” by promoting highway safety awareness through education and enforcement, thereby reducing crashes, saving lives and improving the overall quality of life for those using Vermont’s roadways.

EXECUTIVE SUMMARY

On behalf of the Governor of Vermont and the Commissioner of Public Safety, the Vermont Governor's Highway Safety Program (GHSP) is pleased to submit the 2013 Highway Safety Plan (HSP). This year's plan provides a description of how incoming funding is carefully allocated to provide maximum effective support to successfully promote and improve Vermont's highway safety programs in the most efficient and productive manner. The utilization of collaborative partnerships and implementation of timely and accurate data elevates the ability to create and clarify problem identification and develop strategies enabling successful resolutions. The utilization of data, science and technology ensures GHSP garners the most beneficial return on investment for all funds expended in the promotion of Vermont's highway safety priorities.

CALENDAR PLANNING SCHEDULE

Time Frame	Activities
September	The GHSP Staff starts the process of requesting information from NHTSA regarding the availability of funding, pending NHTSA's approval of the Highway Safety Plan.
October	As the GHSP staff begins the grants awarding process, information and data is compiled for the FFY2012 Annual Report. Recommendations from FFY2012 assessments and findings from Management Review are implemented.
November to December	GHSP continues to develop the FFY2012 Annual Report and begins the management and monitoring of the FY2013 grants.
January to March	<p>GHSP reviews progress of current programs and analyzes federal, state, and local data to identify FFY2014 key program areas. GHSP reviews National Highway Traffic Safety Administration (NHTSA) Region 1 response to the FFY2013 HSP and FFY2012 Annual Report and recent NHTSA assessments; reviews spending patterns and revenue estimates.</p> <p>GHSP prepares the FFY2014 annual budget.</p>
January to May	GHSP conducts Grant Preparation Workshops for all potential grantees. Separate workshops are held for law enforcement and educational grantees.
May to August	GHSP staff, in the initial stages of preparing the 2014 HSP is assigned certain relevant areas of knowledge. GHSP remains in communication with Region 1, through the HSP planning and preparation stages. A draft HSP is submitted to Region 1, for approval. Following mutual consultation, the plan is approved and forwarded to NHTSA, Region 1 for review and acceptance.

PERFORMANCE PLAN

State of Vermont Governor's Highway Safety Program

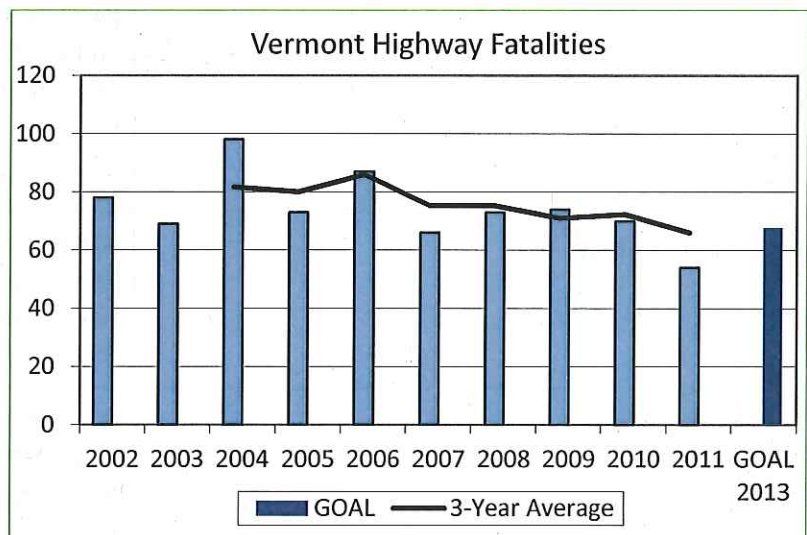
PLANNING PROCESS & PROBLEM IDENTIFICATION

The Governor's Highway Safety Program will continue incorporating the use of data into every possible aspect of daily operation. Achieving maximum effectiveness begins with careful analysis of problem identification, the creation of cogent strategies, the development of realistic timelines, accurate measurement of ongoing progress and the careful assessment of desired outcomes. The newly formed Vermont Highway Safety Alliance (VHSA) provides a wide range of highway safety advocates coming together for reasons of mutual concern and benefit. VHSA provides a platform for education, enforcement, engineering and emergency medical to connect, forming a force multiplier, supporting traffic safety issues in a unique mix of governmental and private sector partnerships. VHSA held its first official meeting in July of 2012 and will promote centralization of some pertinent resources to amplify the effects of a unified traffic safety message.

VHSA works cooperatively with the Vermont Strategic Highway Safety Plan (SHSP). The SHSP was originally drafted in 2005 and is currently under review for updating and modification. VHSA, SHSP and other cross disciplinary partnerships are useful in providing a broad spectrum of strategies and for the consolidation of available resources.

Law enforcement agencies within the state of Vermont continue to work to address NHTSA's priority areas of emphasis. Excessive speed remains a primary problem which seems to exacerbate far too many crashes. Unbelted motorists continue to contribute to an alarming rise in the number of fatalities occurring on the State's local roadways. The increase in the number of operators found to be under the influence of substances other than alcohol is cause for a strategic counteraction. And more and more motorists are regularly engaging in a variety of actions contributing to distractions while driving.

GHSP's media efforts are continually evolving to include a designed focus on particular segments of the population regularly over represented in crashes. In addition, social media provides an additional outlet reaching those Vermonters previously unconnected to print, television and other electronic media penetration.



The GHSP staff will enter this new fiscal year with a continued passion for reducing motor vehicle crashes, mitigating personal injuries, saving lives and making Vermont roads generally safer in all of the pertinent categories.

Vermont will see the state's first Driving Under the Influence DUI Court launched in the fall of 2012. This is a significant step in the ever evolving struggle to reduce DUI recidivism and the dangers associated with hardcore alcohol abusers. The ignition interlock program will continue to expand and will become an important ingredient of the DUI Court process. Vermont's Drug Recognition Expert program is imbedded throughout the state and will grow in response to demand and data based geographical need.

The GHSP staff is keenly aware of the state's belt use rate; stagnated for the last decade at 85%. New technology based approaches to reach those demographics reluctant to buckle up, are now being deployed. It is estimated that 93,000 Vermonters operate a motor vehicle each day unbelted. Our focus is on effectively reaching that population with a penetrating, effective and persuasive educational outreach to convince them to help us save their lives. A traditional media project supported by print, radio and television outreach has now been eclipsed by the efforts of social media, which is in closer harmony to the younger, targeted demographic. Working with our staff will be a myriad of educational partners, whose passion and energy will provide GHSP with a force multiplier enabling a strong, more far reaching amplification of our safety messages.

Excessive speed remains a constant adversary for our staff and program. We will continue our educational and enforcement efforts to promote reasonable speed for each and every trip. We will work cooperatively with Vermont Agency of Transportation to detect and correct road design flaws and other issues which are of mutual interest to both agencies. On July 4, 2012, GHSP has launched a "63 Days of Summer Heat" campaign, which is focused, based on data, on those locations experiencing high incidents of traffic crashes. Working in partnership with VTrans, variable message boards (VMBs) have been positioned on designated stretches of the interstates. These VMBs will remain in place until the end of "Summer Heat" during the Labor Day weekend. The VMBs have provided significant exposure to our efforts to reduce speed. They carry multiple interchangeable messages such as: *"Slow Down, Stay Alive"*; *"Are you Speeding? – Please Slow Down"* and also provide motorists with a running tally of fatalities, year to date, with a message of: (the current number of fatalities) have died on VT roadways, in 2012.

Although we continue to achieve measurable progress, there is much more work to be done. Together, working in collaboration with all of our highway safety partners, Federal agencies, those in state service and in the private sector, we will energetically pursue our goal: "Towards Zero Deaths". The Vermont Highway Safety Alliance (VHSA) is in its very early stages of development. VHSA is another platform for all traffic safety advocates to come together, uniting resources capable of elevating the level of highway safety in the state. Collectively GHSP and partners will continue to work towards the goals spelled out in Vermont's Strategic Highway Safety Plan.

Project Selection

Enforcement

GHSP staff promotes a broad spectrum of enforcement efforts throughout the state. Data, science and technology play an important role in the identification of emerging traffic safety issues; the development and design of successful countermeasures; the funding of viable, effective and efficient traffic enforcement strategies; the deployment of responsive, data guided resources and the productive measurement of outputs, outcomes and desired goals. GHSP energetically supports and promotes NHTSA's enforcement priorities in dealing with impaired driving, occupant protection, excessive speed/aggressive driving and distracted operation. Each of these enforcement efforts is enhanced by supportive media messaging and public outreach. The GHSP grants funding allocation process provides an opportunity to all law enforcement entities to join in partnership with GHSP and work collaboratively with other agencies engaged in these enforcement efforts. In addition to the national enforcement campaigns, GHSP encourages the participation of all enforcement agencies in a sustained year-long effort to reduce crashes and save lives. During the summer of 2012, GHSP launched Vermont's first summer speed reduction campaign (63 Days of Summer Heat). The operation was launched on July Fourth and continued into the Labor Day holiday weekend. This intensive crackdown on speeding bridged the summer months following the May "Click It or Ticket" campaign and carried into the Labor Day "Drive Sober or Get Pulled Over" campaign. State Police, municipal agencies, sheriffs' departments, the Department of Motor Vehicles, the Department of Liquor Control and local Constables are all counted as participating partners. One Law Enforcement Liaison (LEL) provides oversight as a coordinator for a number of on-going cooperative enforcement campaigns. All four of NHTSA's national enforcement campaigns are vigorously supported by the Vermont law enforcement community. Each participating law enforcement agency is required to attend a "Grants Workshop" session. These workshops stress the use of data to effectively determine problem identification. The use of data based problem identification is a basic requirement and serves as the cornerstone for an agency's grant proposal. The DUI Taskforce is coordinated by the LEL and deployed based on recently developed data. FY2013 will see the addition of a second LEL, enabling the state to be divided into two separate areas of responsibility. The expansion of the Drug Recognition Expert Program (DRE) and the continued promotion of Advances Roadside Impaired Driving Enforcement (A.R.I.D.E.) training will improve the ability to detect and arrest those driving under the influence of prescription and other drugs. Data analysis will provide geographical guidance to determine when and where new DRE's will be deployed. And finally, FY2013 will see the Vermont State Police implementing Data Driven Approaches to Crime and Traffic Safety (DDACTS) in four barracks as pilot projects. DDACTS will be engaged throughout the agency following the completion of the test sites.

Education

The process of selecting the most efficient and effective educational partners is also based on data. Potential grantees for FY2013 are required to submit a "Logic Model" describing (graphically): Inputs, processes, measurements, outputs and short/long term outcomes. This process helps the potential grantee to clearly understand problem identification; resources needed; progress measurement; and what are the expected goals as a result of these activities. GHSP will continue to advocate educating Vermont's young drivers, particularly to the dangers of excessive speed, impaired driving, seat belt use and the escalating risks of driving while distracted. This past year the first ever Driver's Education Assessment was held in the state, and provided solid strategic recommendations for improvement and growth. The safety of bicyclists and pedestrians remains a very important part of the overall roadway safety efforts and is always a potential area of critical concern. Another area of continued focus is the

reduction of workplace related motor vehicle crashes and the injuries and deaths caused by these events. The average age of the Vermont population continues to rise, and the increase in senior operators presents a growing demographical area of concern. To supplement educational efforts, the first DUI Court in the state will become a reality in Windsor County during FY2013. The Windsor Court will be a significant step in the reduction of DUI recidivism. Education, public outreach and media development, working with enforcement, engineering and emergency medical services are all important components of Vermont's 2013 Highway Safety Plan. Extended use of technology, advanced data recognition, extended partnerships and public support will enable the recent successes to continue into the new fiscal year.

Evaluation

Timely, accurate, understandable data provided on a consistent basis provide the strategists with the best available information for developing quick, successful responses to emerging problems before they increase in the level of seriousness. The Vermont State Police Data Analyst is a GHSP supported position used by all law enforcement agencies throughout the state. The position is currently vacant. During this vacancy GHSP relies on data provided by Vermont Agency of Transportation (VTrans).

Engineering

The Vermont Agency of Transportation (VTrans) continues as a dependent asset to GHSP on both the infrastructure side as well as the behavioral side of traffic safety. VTrans and GHSP's partnership, secured through the Strategic Highway Safety Plan is further enhanced through their active working partnership found in the Vermont Highway Safety Alliance. VTrans continues to deploy informational Variable Messages Boards to key locations along roadways providing the motoring public with information as well as safety warnings. In addition, VTrans data analysts are positioned to provide a sweeping array of timely and accurate data and excellent geo-mapping capabilities. The ability to quickly collect, analyze, map and distribute data is critical to the effective deployment of law enforcement resources.

Emergency Medical Services

Our partners at Vermont Department of Health's EMS unit continue to work toward enhancing their ability to collect and report data on injuries and response times to improve data in this area. GHSP funded the hiring of an EMS data analyst in 2012 whose primary duty is to track and compile information from the new Statewide Incident Reporting Network (SIREN) program, the electronic EMS data collection system. The expectation is that in 2013 all EMS agencies will be reporting run data electronically upon completion of the computer access and software upgrade components of the SIREN initiative.

CRITICAL EMPHASIS AREA (CEA) AND STRATEGY MATRIX

Table 1: Vermont Strategic Highway Safety Plan (2005)

Please note the SHSP, originally written in 2005 will be modified to include some additional Critical Emphasis Area(s) in the very near future. At this point in time the original seven CEAs remain the same.

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 and 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.

SUMMARY OF MAJOR CRASHES¹ BY EMPHASIS AREAS

Table 2: Vermont Strategic Highway Safety Plan

Category	Emphasis Area	Major Crashes*	2001- 2005	2006-2010	2007-2010
Drivers	Institute Graduated Licensing for Young Drivers	Percent of major crashes involving a driver under the age of 21	14.30%	12.07%	19.45%
	Ensure Drivers are Licensed and Fully Competent	Percent of major crashes with citations for DLS or operating with no license	3.41%	3.74%	
	Sustain Proficiency in Older Drivers	Percent of serious crashes involving a driver between the ages of 65 and 74	5.27%	7.00%	9.80%
		Percent of major crashes involving a driver between the ages of 65 and 74	6.74%	7.88%	6.95%
	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	30.63%	30.20%	31.27%
	Reduce Impaired Driving	Percent of major crashes alcohol-related	14.95%	19.75%	16.49%
	Keep Drivers Alert	Percent of serious crashes with inattention or fatigued, or asleep listed as a contributing factor	11.92%	9.16%	15.30%
		Percent of major crashes with driver's condition listed as fell asleep or fatigued	4.67%	5.02%	5.13%
	Increase Seat Belt Usage and Improve Airbag Effectiveness	Percent of fatally or severely injured vehicle occupants who were not using a restraint device	26.52%	27.19%	28.94%
Special Users	Make Walking and Street Crossing Easier	Percent of major crashes that involved pedestrian(s)	7.56%	5.71%	6.69%
	Ensure Safer Bicycle Travel	Percent of major crashes that involved bicyclists	1.86%	3.00%	2.80%
Vehicles	Improve Motorcycle Safety and Increase Motorcycle Awareness	Percent of major crashes involving motorcycles	6.65%	14.48%	13.38%
	Make Truck Travel Safer and Operators Fully Competent	Percent of major crashes involving heavy trucks	1.25%	0.84%	0.77%
Highways	Reduce Vehicle-Train Crashes	Percent of major crashes involving a collision with a train	0.04%	0.10%	0.20%
	Keep Vehicles on the Roadway	Percent of major crashes involving running off the road	42.72%	57.78%	57.57%

Minimize the Consequences of Leaving the Road	Percent of major run-off the road crashes:			
	• Overturned	11.27%	17.00%	11.09%
	• Collision with tree/large bush	11.92%	16.01%	15.76%
	• Collision with pole/sign	5.49%	6.21%	6.95%
	• Collision with guard rail/curb	5.18%	6.75%	7.05%
	• Collision with other fixed object	5.05%	7.39%	12.18%
	• Collision with ledge/boulder	3.80%	4.43%	4.51%
Improve the Design and Operation of Highway Intersections	Percent of major crashes that occurred at an intersection	23.02%	20.54%	21.00%
Reduce Head-on Crashes	Percent of major crashes that were head-on crashes	14.77%	12.41%	12.60%
Design Safer Work Zones	Percent of major crashes that occurred in work zones	0.43%	0.34%	0.41%
*Source: Vermont Crash Data (2001-2010) as analyzed by Sally Tarabah, Crash Data Analyst				
*Source: Vermont Crash Data (2011) as analyzed by Mandy White, VT FARS Analyst				
*Total Major Crashes for 2007-2011 = 1928				
¹ A major crash equals at least one person is either incapacitated or fatally injured.				

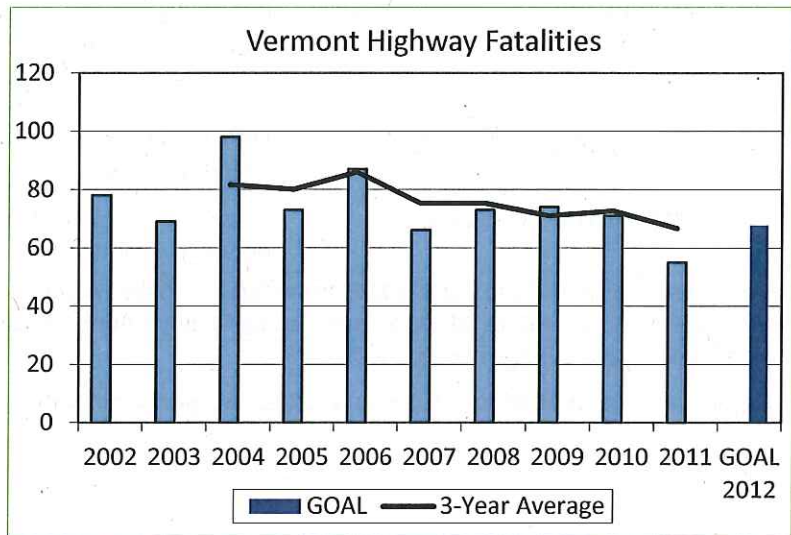
GOALS¹

Core Measures

C-1) Number of traffic fatalities (FARS)

GOAL: Vermont will decrease by 6 percent the three-year average of traffic deaths from 72 in 2008 through 2010 to a three-year average of 67.6 by December 31, 2013.

Year	Fatalities	3-Year Average
2002	78	78
2003	69	74
2004	98	82
2005	73	80
2006	87	86
2007	66	75
2008	73	75
2009	74	71
2010	70	72
2011	55	67
GOAL 2013		68

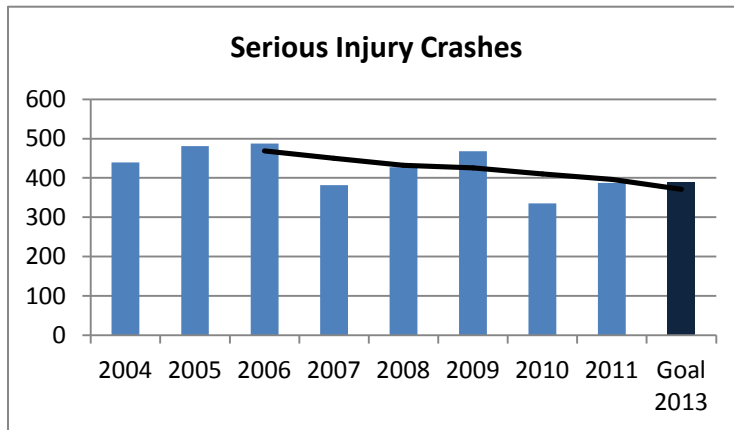


¹ The predicted values for 2013 are based on the mathematical formula $y=mx+b$ where m is the slope and b is the y-intercept using the three-year average linear trend line. In some cases, predicted values were rounded or altered slightly to reflect realistic organizational goals.

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

GOAL: Vermont will decrease by 4.9 percent the three-year average of serious traffic crash injuries from 410 in 2008 through 2010 to a three-year average of 390 by December 31, 2013.

Year	Serious Crash Injuries	3-Year Average
2004	439	
2005	481	460
2006	487	469
2007	382	450
2008	427	432
2009	468	426
2010	335	410
2011	387	397
GOAL 2013		390



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

GOAL: Vermont will decrease by 2 percent the three-year average fatality rate of .95 per 100 VMT in 2007 through 2009 to a three-year average of .93 by December 31, 2013.

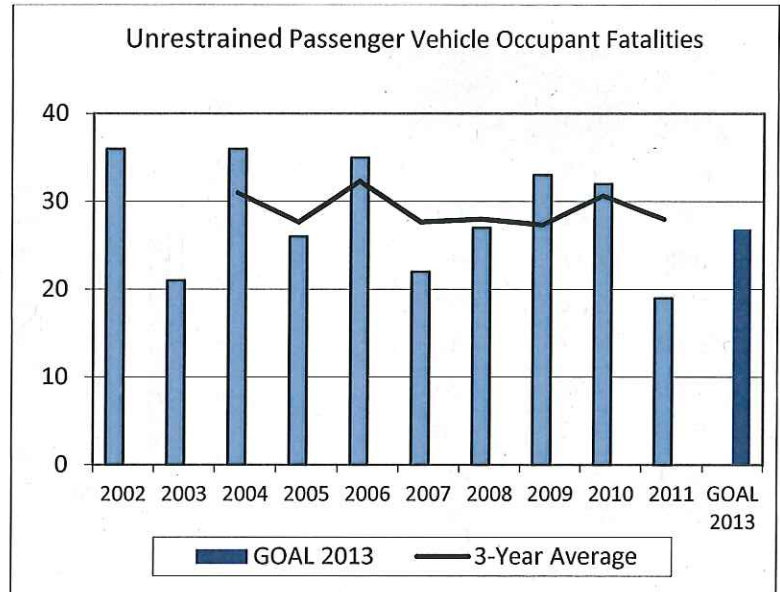
2011 data were not available when the HSP was finalized.

FATALITIES				RATES					
	Urban	Rural	Total Fatalities	Urban	3-Year Average	Rural	3-Year Average	Rate Total	3-Year Average
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
2009	5	69	74	0.27	0.37	1.22	1.15	0.98	0.95
2010	19	52	71						
2011	9	46	55						
GOAL									0.93
*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 6 percent the three-year average of unrestrained passenger vehicle occupant fatalities from 30.7 in 2008 through 2010 to a three-year average of 29 by December 31, 2013.

Year	Unrestrained Fatalities	3-Year Average
2002	36	36.0
2003	21	28.5
2004	36	31.0
2005	26	27.7
2006	35	32.3
2007	22	27.7
2008	27	28.0
2009	33	27.3
2010	32	30.7
2011	19	28.0
GOAL 2013		30.7



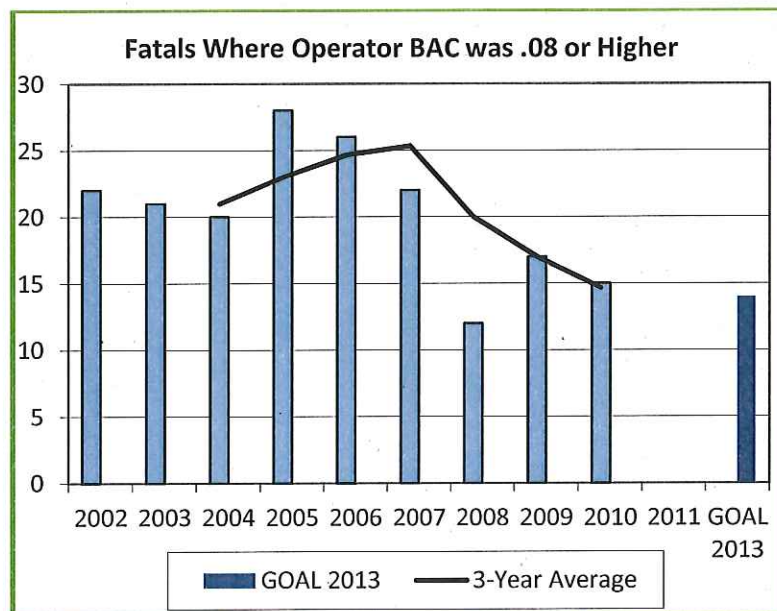
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

GOAL: Vermont will decrease by 4.8 percent the three-year average fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above from 14.7 in 2008 through 2010 to a three-year average of 14.0 by December 31, 2013.

2010 After Imputation is an estimate. Data were not available when the HSP was finalized.

Year	FARS Count	After Imputation	
2002	21	22	
2003	21	21.0	21.5
2004	17	19.7	21.0
2005	27	21.7	23.0
2006	24	22.7	24.7
2007	21	24.0	25.3
2008	10	18.3	20.0
2009	16	15.7	17.0
2010	14	13.3	14.7
2011	18	16.0	
GOAL 2013			14.0

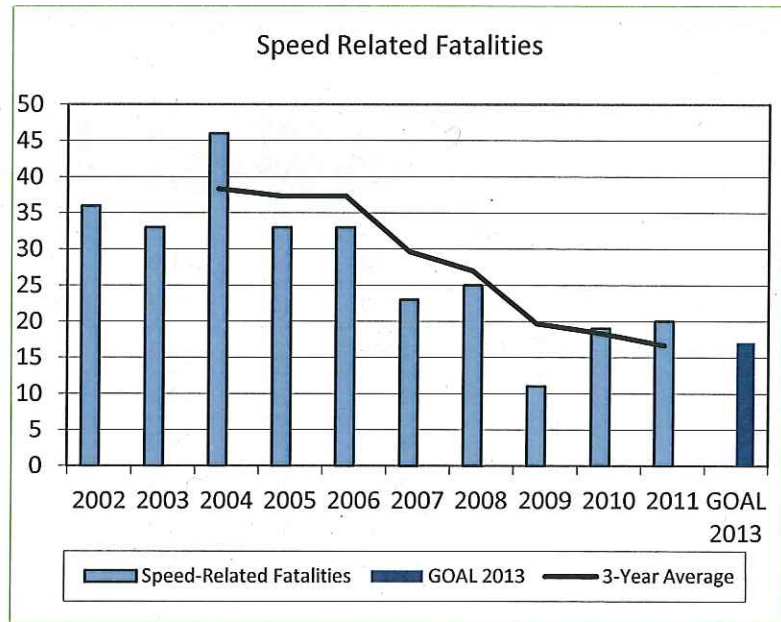
Count of all drivers over 0.08 where at least one person is fatally injured.



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

GOAL: Vermont will decrease by 7 percent the three-year average of speed-related fatalities from 18.3 in 2008 through 2010 to a three-year average of 17 by December 31, 2013.

Year	Speed Related Fatalities	3-Year Average
2002	36	33.5
2003	33	34.5
2004	46	38.3
2005	33	37.3
2006	33	37.3
2007	23	29.7
2008	25	27.0
2009	11	19.7
2010	19	18.3
2011	20	16.7
GOAL 2013		17.0

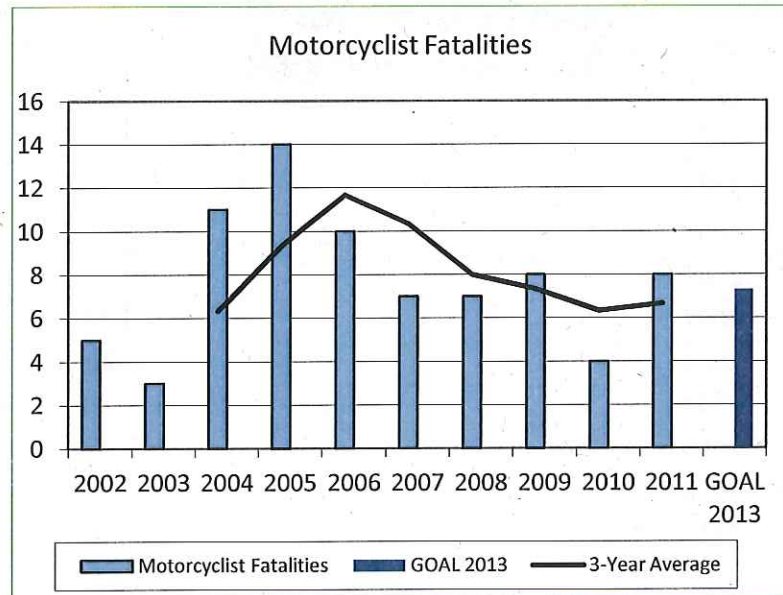


*Count of people killed where Driver Contributing Circumstances are: Exceeded Authorized Speed or Too Fast for Conditions.

C-7) Number of motorcyclist fatalities (FARS)

GOAL: Vermont will not increase the three-year average of motorcyclist fatalities from 6.3 in 2007 through 2010 during the period through December 31, 2013.

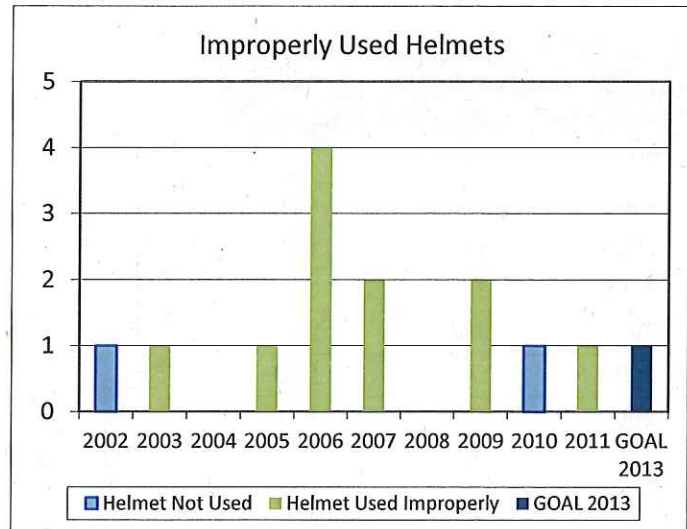
Year	Motorcyclist Fatalities	3-Year Average
2002	5	
2003	3	4.0
2004	11	6.3
2005	14	9.3
2006	10	11.7
2007	7	10.3
2008	7	8.0
2009	8	7.3
2010	4	6.3
2011	8	6.7
GOAL 2013		6.3



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

GOAL: Vermont will maintain at two the three-year average of motorcyclists with non-compliant or no helmets from 2.00 in 2008 through 2010 to a three-year average of two by December 31, 2013.

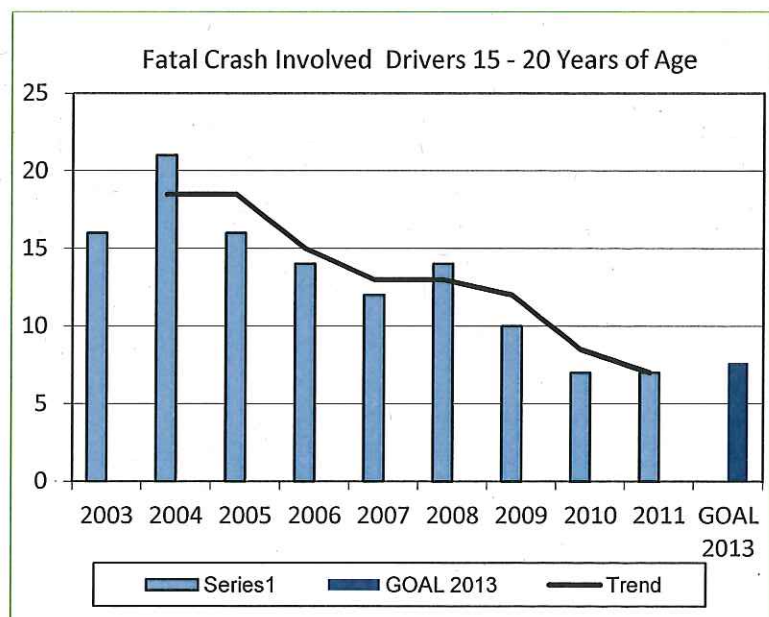
Year	Helmet Used	Helmet Not Used	Helmet Used Improperly
2002	4	1	
2003	2		1
2004	11		
2005	13		1
2006	6		4
2007	5		2
2008	7		
2009	8		2
2010	3	1	
2011	7		1
GOAL 2013			2



C-9) Number of drivers less than 21 or younger involved in fatal crashes (FARS)

GOAL: Vermont will decrease by 32 percent the three-year average of drivers age 20 or younger involved in fatal crashes from 10.3 in 2008 through 2010 to a three-year average of 7 by December 31, 2013.

Year	Drivers 15 - 20 Years of Age	3-Year Average
2003	16	
2004	21	18.5
2005	16	17.7
2006	14	17.0
2007	12	14.0
2008	14	13.3
2009	10	12.0
2010	7	10.3
2011	7	8.0
GOAL 2013		10.3



C-10) Number of pedestrian fatalities (FARS)

GOAL: Vermont will decrease by 28 percent the three-year average of fatally injured pedestrians from 3.7 in 2008 through 2010 to a three-year average of 2.66 by December 31, 2013.

Year	Pedestrian Fatalities	3-Year Average
2002	4	
2003	7	5.5
2004	7	6.0
2005	3	5.7
2006	0	3.3
2007	4	2.3
2008	1	1.7
2009	5	3.3
2010	5	3.7
2011	3	4.3
GOAL 2013		2.66

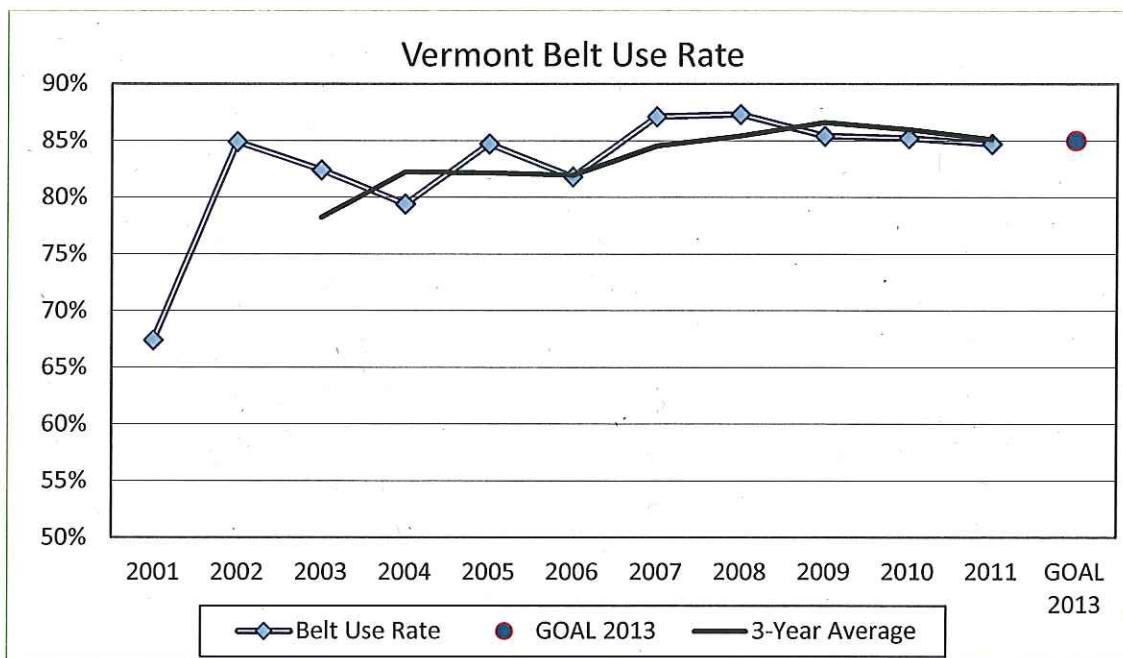


Behavioral Measures

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

GOAL: Vermont will maintain the observed seat belt use rate for passenger vehicles, front seat outboard occupants, at the three-year average rate of 85% in 2009 through 2013.

Year	Belt Use Rate	3-Year Average
2001	67.4%	
2002	84.9%	76.2%
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%
2010	85.2%	86.0%
2011	84.7%	85.1%
GOAL 2013		85%

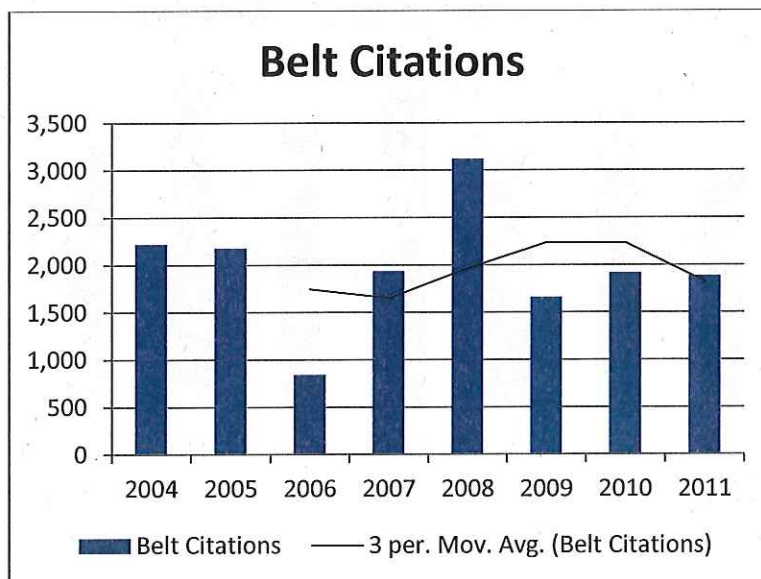


Performance Measures

A-1) Seat Belt Citations Issued

GOAL: Vermont will report actual data and trends of its three year average of Seat Belt Citations issued during grant funded enforcement activities.

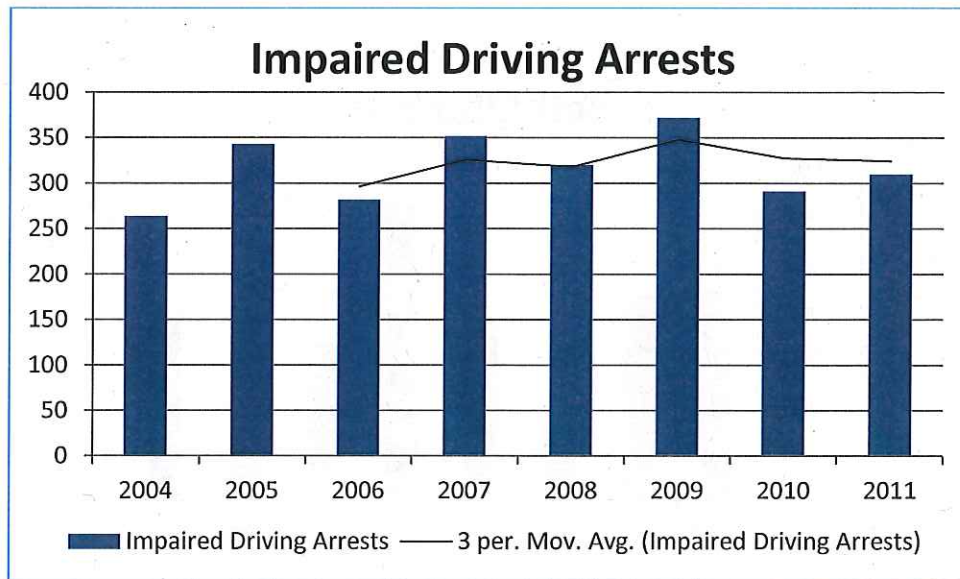
Year	Belt Citations	3-Year Average
2004	2,219	
2005	2,177	
2006	841	1,746
2007	1,933	1,650
2008	3,118	1,964
2009	1,661	2,237
2010	1,919	2,233
2011	1,885	1,822



A-2) Number of Impaired Driving Arrests

GOAL: Vermont will report actual data and trends of its three year average of DUI arrests during grant funded enforcement activities.

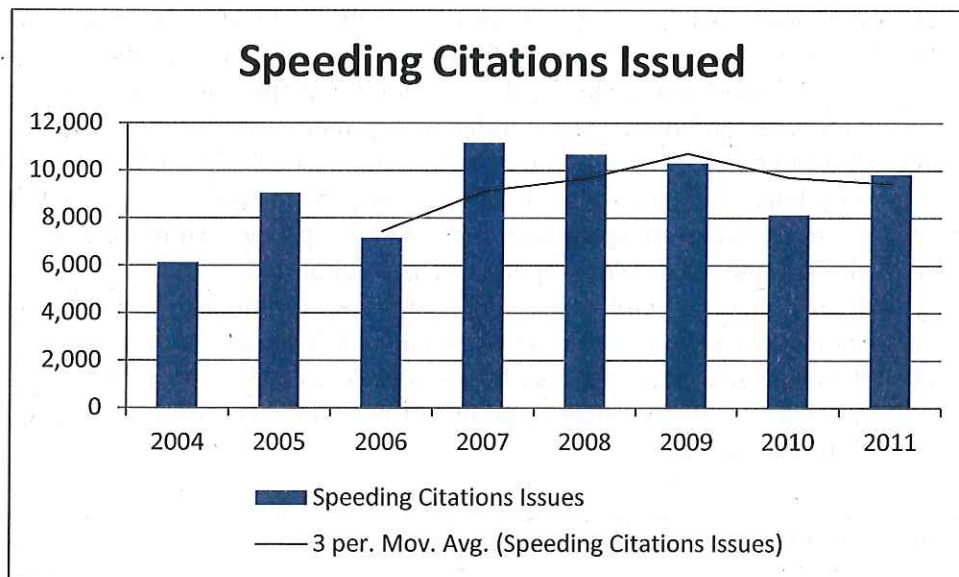
Year	Impaired Driving Arrests	3-Year Average
2004	264	
2005	343	
2006	282	296
2007	352	326
2008	320	318
2009	372	348
2010	291	328
2011	310	324



A-3) Speeding Citations Issued

GOAL: Vermont will report actual data and trends of its three year average of Speeding Citations issued during grant funded enforcement activities.

Year	Speeding Citations	3-Year Average
2004	6,118	
2005	9,055	
2006	7,158	7,444
2007	11,160	9,124
2008	10,672	9,663
2009	10,304	10,712
2010	8,132	9,703
2011	9,835	9,424



ALCOHOL & OTHER DRUGS PROGRAM AREA

Goal: Provide education and media outreach, supported by focused, data driven enforcement to alert the general population regarding the dangers and penalties of impaired driving.

1. Project Title: Local Grants for DUI Enforcement

Serving the approximately 620,000 residents of Vermont are nearly 70 law enforcement agencies including 53 police departments, 14 sheriff's offices, the Vermont State Police (VSP), Department of Motor Vehicles Commercial Vehicle Enforcement and the Department of Liquor Control (DLC). Executive levels of law enforcement throughout Vermont make the enforcement of impaired driving a high priority and have a demonstrated commitment to traffic safety. There is also strong evidence of significant levels of communication and coordination between law enforcement agencies at all levels. There are regular face-to-face Sheriffs and Chiefs meetings, as well as ongoing, informal communication occurring on email listservs, which include the involvement of the Governor's Highways Safety Program (GHSP) Law Enforcement Liaison (LEL). There is no evidence of turf issues between law enforcement agencies. Several factors were identified that contribute to these high levels of cooperation. As all officers attend one basic law enforcement academy a sense of camaraderie is developed early in officers' careers. Additionally, all certified officers have statewide law enforcement authority which eliminates jurisdictional boundary issues. Nearly 62 percent of all agencies in the state participated in national impaired driving mobilizations during the past year and this participation is reflective of the commitment of law enforcement in support of traffic safety initiatives. This is of particular significance as approximately 80 percent of agencies employ fewer than 24 full time officers and low levels of staffing can frequently impact an agency's ability to participate in traffic safety mobilizations. Some agency executives have instituted an aggressive zero tolerance policy with respect to enforcement of impaired driving, whether the underlying impairment is alcohol and/or drugs. All agencies receiving funds from the GHSP must have zero tolerance policies. Modern technology, to include portable breath test instruments, digital in-car video recording devices and mobile display terminals are readily available and appear to be effectively utilized. Evidentiary breath tests instruments are deployed around the state and appear to be easily accessible to officers. The use of Automatic License Plate Recognition Systems continues to expand throughout the state.

2. Project Title: Vermont State Police DUI Mobilization

The Vermont State Police (VSP) is a data driven agency, quickly responsive to emerging trends and developing issues relating to impaired driving. In addition to dedicated DUI troopers, approximately 50% of Vermont's Drug Recognition Experts are members of the VSP. Also, a large number of troopers have participated in Advanced Roadside Impaired Driving Enforcement training. VSP uses modern technology and science to assist all agencies with serious or fatal crashes. Recently, VSP adopted Data Driven Approaches to Crime and Traffic Safety (DDACTS) and will start the DDACTS process in four barracks prior to agency wide implementation at some point during FFY2013.

3. Project Title: GHSP DUI Task Force

The GHSP Law Enforcement Liaisons developed a DUI Task Force Team based on the Click it or Ticket model. These team members were recruited from all agencies in Vermont. Prior to becoming a team

member the officer was required to demonstrate proficiencies in all phases of DUI enforcement, had to submit a résumé to the LEL's, participate in an oral interview and provide a history of their DUI arrests. This team, consisting of four or five person groups, is charged with using data in the form of crash data and DUI arrests to work in the areas of need. They have also been asked to be available to communities that request assistance during a local event such as a fair, concert or other incident. DUI Task forces were utilized as recently as October of 2010, and were deployed in four geographic areas of the state. These task forces consisted of four officers and a team captain, and a strict selection criterion was utilized to ensure high levels of performance by these teams. These task forces are no longer active and their current use was described as on an "on call" basis. There was no information presented as to how often these teams are currently utilized. Deployment of resources for checkpoints and saturation patrols is driven by the use of both arrest and crash data that is routinely provided to the VSP and local law enforcement by crash data analysts. Analyses of collisions and arrests are provided to identify trends in locations and causal factors of crashes to assist law enforcement to more strategically target their activities. The Vermont State Police will have a new data analyst, in place, by the start of FFY 2013. The analyst will support the GHSP DUI Task Force by providing maps, data and information relating to the locations of DUI related "hotspots". In addition, other geo-mapped locations indicating high rates of DUI related crashes or the potential to develop into such a location will be tracked. The mobility of the DUI Task Force model, capable of responding to changing trends and emerging crash trends, provides a quick strike force response to DUI issues in Vermont.

4. DUI Related Equipment

Data Driven Approaches to Crime and Traffic Safety (DDACTS) has been embraced by the Vermont State Police and other municipal agencies within the state. The City of St. Albans was one of the original pilot locations for the initial implementation of DDACTS. Recently the City of Rutland has undergone a change at the chief's level, and is in the process of adopting the DDACTS philosophy. Obviously, DDACTS is deeply rooted in the use of data, science and technology to provide agencies with the best possible opportunity for success. Operational equipment to combat impaired driving is fundamental to effectively facilitating strategies during the high visibility enforcement portion of each DDACTS plan. Preliminary Breath Testing (PBTs) devices play an integral role in evaluating motor vehicle operators during roadside investigations. Improvements in accuracy, stability and dependability are part of evolving technology which supports stronger prosecution of suspected offenders. Miniaturized video cameras, worn by officers during DUI enforcement also support prosecution, and in addition, enhance officer safety, which promotes agency participation in national, state and local enforcement campaigns.

5. DUI Checkpoint Sign Packages

GHSP encourages agency participation in cooperative, multi-agency impaired driving checkpoints. Checkpoints, intended to both deter and apprehend impaired drivers are used with great regularity in Vermont and frequently include officers from a variety of different jurisdictions. The right to conduct a motor vehicle checkpoint within the state of Vermont is carefully regulated. In appreciation of the right to conduct such checkpoints, participating agencies are trained to plan and execute these checkpoints strictly within the applicable procedures. The posting of checkpoint signage is one of the basic requirements for all checkpoints. Portable, easily stored, DUI checkpoint sign packages clearly identify a location as a site of an ongoing checkpoint. The high visibility value of these signs enhance officer safety; act as a deterrence to the general public and facilitate the checkpoint process, therefore reducing public inconvenience and unexpected delays. GHSP will provide signage packages to those agencies which are capable of organizing and executing effective impaired driving checkpoints.

6. DUI Program Coordinator

Effective impaired driving programs begin with strong leadership, sound policy development, effective and efficient program management, and coordinated planning, including strategic planning. Program efforts should be data-driven, focusing on populations and geographic areas that are most at risk; are evidence-based; and determined through independent evaluation as likely to achieve success. Programs and activities should be guided by problem identification, carefully managed and monitored for effectiveness, and have clear measurable outcomes. Adequate resources should be devoted to the problem, and the costs should be borne, to the extent possible, by impaired drivers. Strategic planning should provide policy guidance; include recommended goals and objectives; and identify clear measurable outcomes, resources, and ways to overcome barriers. GHSP understands the benefits of centrally organizing impaired driving efforts based on data. Currently, GHSP does not have a designated Impaired Driving Coordinator, to oversee the many components of a successful program. The Impaired Driving Coordinator, working with the Vermont State Police and Vermont Agency of Transportation analysts and in partnership with GHSP and other partners, would provide central control for programs and activities to ensure that they complement rather than compete with each other. The Impaired Driving Coordinator provides GHSP with one focal point to insure consistency and standardization of training, and efficiency and effectiveness in the execution of a strategic impaired driving plan.

7. DUI Program Consultant

The January 2012 Technical Assessment of Vermont's Impaired Driving Program, provided a clear and concise roadmap for the organization and implementation of a strategic impaired driving plan. The DUI Program Consultant will be tasked to take the impaired driving assessment's priority recommendations and other recommendations and implement those in the most efficient and effective design. The consultant will prepare a strategic impaired driving plan to be managed by GHSP through the DUI Program Coordinator.

8. DUI Information Integration

The majority of state law enforcement agencies use a single Records Management System (RMS). One of the benefits of this is that development of electronic systems is more easily accomplished when there is less need to ensure interoperability to dozens of different RMSs. The Traffic Records Coordinating Committee (TRCC) should continue to act as the central point of contact for the system development as a means of centralizing information and training dissemination about the system and its implementation. Additionally, the Court Administrator's Office must be involved in the development of electronic citations to ensure that integration with court case management systems is optimal. No project should be planned in a vacuum. A citation tracking system and a DUI tracking system are each logical outgrowths of a statewide electronic citation system. As electronic citations evolve, efforts should be made to determine the data elements that would need to be added to the citation data collection to successfully implement citation/DUI tracking systems concurrently. These data elements include: timely tracking each offender from arrest through dismissal or sentence completion; providing impaired driving-related aggregate data; conforming to national standards and system performance standards; providing timely, accessible, accurate, complete, consistent, and integrated data; and maintaining quality control and security features that will not allow core and essential data elements and/or impaired driving records to become corrupt or compromised.

The TRCC has the capability of investigating the feasibility of a DUI tracking system and could provide an excellent opportunity to engage members of the treatment community in traffic safety, thus providing more opportunities for data sharing and collaboration generally.

9. DUI Blood Testing Equipment

The responsibility to conduct blood and other impaired driving related specimen testing has recently been moved from the Department of Health's laboratory to the Department of Public Safety's (DPS) laboratory. With the expansion of Vermont's Drug Recognition Expert Program (DRE) both the number of DRE practitioners and the geographical area now covered will generate a dramatic increase in the number of specimen analyzed conducted by the laboratory. Currently, tests taken in (suspected) impaired driving cases are sent out-of-state for analysis. In itself, this testing alone is a costly procedure. Should any of these criminal cases be contested those (out-of-state) lab personnel will be required to testify in court proceedings held in the state of Vermont. Logistically, these costs can rise to a prohibitive level. The DPS laboratory is currently evolving their capabilities to effectively conduct these tests in state. GHSP supports the development of this total in-state capability to conduct all future impaired driving specimen tests in state. The GHSP support of funding this necessary testing equipment is a sound fiduciary decision which will provide a solid return on investment in the long term.

10. SFST Updates

The Standardized Field Sobriety Test (SFST) is a battery of three tests administered and evaluated in a standardized manner to obtain validated indicators of impairment and establish probable cause for arrest. These tests were developed as a result of research sponsored by the National Highway Traffic Safety Administration (NHTSA) and conducted by the Southern California Research Institute. A formal program of training was developed and is available through NHTSA to help law enforcement officers become more skillful at detecting DUI suspects, describing the behavior of these suspects, and presenting effective testimony in court. Formal administration and accreditation of the program is provided through the International Association of Chiefs of Police (IACP). The three tests of the SFST are: Horizontal Gaze Nystagmus (HGN); Walk-and-Turn (WAT), and One-Leg Stand (OLS). Initial SFST training is offered to certified police officers during their police academy curriculum. Unfortunately SFST practitioners' skills will degrade and without re-training or consistent updates, they will stray from the necessary level of standardization. It should be noted that participation in Advanced Roadside Impaired Driving Enforcement (A.R.I.D.E.) and DRE training requires a stringent level of expertise in the consistent delivery of the SFST battery. NHTSA amends the SFST manual (roughly) every two years, based on advances in science, changes in law and other alterations which can affect the administration of the tests. To address these amendments, all practitioners should be updated on a regular basis. The Impaired Driving Coordinator will maintain a database of all SFST practitioners, including all relevant information relating to initial training and subsequent training updates. The coordinator will also design a training delivery mechanism to make training opportunities attractive to the law enforcement agencies throughout the state.

11. DUI Court Implementation – Pilot

The DUI Court is an accountability court dedicated to changing the behavior of the hardcore DUI offenders. The goal of DUI Court is to protect public safety by using the highly successful Drug Court model that uses accountability and long-term treatment. Early studies of DUI Courts have shown successful results. Numerous individual courts have evaluated their program to find a significant

reduction in recidivism. The mission of DUI Court is to reduce the number of repeat DUI offenders by providing alternative community-based treatment, thereby increasing both offender productivity and public safety. The Windsor County State's Attorney has developed a team approach to the establishment of this pilot court and the team has attended NHTSA supported training, facilitating this implementation process. One of the "Priority Recommendations" of The Vermont Technical Assessment of the Impaired Driving Program is the establishment of "DUI Courts" throughout the state. The Windsor Adult DUI Court will be the first such court in the State of Vermont. It is hoped that this model's success will be replicated in other counties throughout the state.

12. DUI Court Implementation – Statewide

The reduction of DUI recidivism remains a priority for GHSP. In February of 2010, GHSP prepared a legislative report to both the House and the Senate committees dealing with recommendations relating to the reduction of DUI recidivism. In that report DUI treatment courts were a primary tool in dealing with this continuing recidivism issue. The National Highway Traffic Safety Administration as well as Vermont's Governor's Highway Safety Program has identified DUI Treatment Courts as a priority. One of the "Priority Recommendations" of The Vermont Technical Assessment of the Impaired Driving Program is the establishment of "DUI Courts" throughout the state. Windsor County is the first Vermont county engaged in the development of a DUI Treatment Court, which will become operational in FFY2013. Criminal justice professionals throughout Vermont would benefit substantially from assistance and guidance of a state coordinator to organize, manage and lead the state-wide expansion of the DUI Treatment Courts. Obviously, consistency and organizational standardization are keys to successful expansion and implementation. It is projected that within three years of starting this project, each county in Vermont will have, or have access to, a DUI Treatment Court. In addition to the uncertain effectiveness of current DUI sentencing practices, sentencing practices for other offenses vary throughout the state. In a truly just system, roughly equivalent offenses would receive roughly equivalent sentences regardless of the county of offense. There is no current mechanism in Vermont for ensuring or even striving for this type of consistency. Moreover, and surprisingly, even though Vermont is a relatively small state there is a lack any structured ability to learn about and export the best and most innovative sentencing practices from county to county. A component of this coordination will involve the coordinator traveling the state observing court practices and interviewing criminal justice professionals with the goal of compiling an inventory of current sentencing practices in each county and making recommendations for innovative and effective evidence-based sentencing alternatives. Potentially, a strong network of DUI Treatment Courts will provide a successful alternative to the costly ongoing practice of repetitive incarceration of DUI repeat offenders. This projected investment will save lives, relieve current court dockets and allow currently engaged resources to be allocated in a more productive manner.

13. Consultant to Streamline DUI Affidavit

The DUI Affidavit currently used is a four page form intended to standardize the information required for successful prosecution of these complex arrests. However, it is characterized by law enforcement as confusing and overly complicated, particularly with respect to the Implied Consent warnings. The eventual development, acceptance and usage of electronic tickets, to include an e-DUI packet should provide for increased efficiencies in the completion of these documents. Currently the Vermont Traffic Safety Resource Prosecutor (TSRP) is working on the consolidation of certain information contained in the affidavit. Efforts to streamline the document have had few results during past years. Some officers who are not engaged in frequent DUI enforcement may find effective preparation of the arrest package

a daunting exercise. Although it is understood that all aspects of the arrest process must be carefully undertaken, effectively expediting the DUI arrest process will make enforcement less onerous to those who may see it as an overly complicated administrative exercise. A consultant tasked with creating a more efficient impaired driving arrest process will encourage greater agency participation in national, state and local impaired driving enforcement campaigns. The implementation of a time-saving, less complicated, but effective arrest process will increase impaired driving enforcement and provide a strategic return on investment.

14. Project Title: Paid Media to Support Impaired Driving Enforcement Mobilization Periods

Typically, impaired driving media messages are designed to support focused impaired driving enforcement during those pre-scheduled national, state and local enforcement campaigns. This design of periodic public outreach delivers a somewhat sporadic system of messaging effective only when supported by actual enforcement activities. Unfortunately, incidents of impaired driving occur year round and are not restricted to annual calendar events. The periods between May's Click It or Ticket (CIOT) and Labor Day's "Drive Sober or Get Pulled Over", contain some time frames with the potential for periods of high crash activity. During the summer of 2012, GHSP, working in partnership with the Vermont State Police, Sheriff Departments and municipal agencies participated in "60 Days of Summer Heat." This overall enforcement campaign was designed to bridge the gap between the May and September campaigns. GHSP, working with the contracted media consultant, designed a seasonal media campaign to correspond with the annual environmental and behavioral changes which occur each year in the state. Summer driving season, proms, graduation and vacation travel is addressed in specific messaging. Autumn and holiday season perspectives are promoted during the post-Labor Day paid media impaired driving outreach campaign. Sustained, data based, impaired driving enforcement is greatly amplified with an effective, continual paid media outreach. Specifically matched earned media compliments and escalates the impact of corresponding paid media.

15. Project Title: Traffic Safety Resource Prosecutor

The current Vermont Traffic Safety Resource Prosecutor (TSRP) joined the Department of State's Attorney's and Sheriffs during FY2012, replacing an incumbent who held the position for approximately ten years. During FY2013, the TSRP will advise and assist prosecutors across the state on matters relating to traffic safety and the prosecution of motor vehicle related crimes and offenses. In addition the TSRP will conduct periodic trainings to municipal law enforcement relating to the effective processing of DUI defendants and the proper processing of associated evidence. The TSRP provides GHSP with an advisory participant on interagency workgroups and also serves as the primary contact between prosecutors and the legislature on matters relating to highway safety. During FY2012, the Laboratory was moved from the Department of Health into the Department of Public Safety. The TSRP will work closely with Laboratory staff during FY2013 on issues relating to impaired driving specimen testing and matters relating to the DataMaster program.

16. Project Title: Drug Recognition Expert (DRE) Program

Vermont's Drug Recognition Program (DRE) began in 2005 and has since spread to cover almost the entire state. Vermont's program has developed with the cooperation of the NHTSA and the International Association of Chiefs of Police (IACP) and conforms to national protocols and procedures. Currently the program has 28 certified DRE's with plans for further expansion to those areas of the state with emerging or reoccurring impaired driving incidents. The first Vermont DRE School was held during the autumn of 2011 and drew participation from the five other New England states. The DRE oversight

and selection committees use data and intelligence to monitor drug trends throughout the state. Vermont, like the rest of the northeast, is experiencing a steady increase of prescription drug use by operators of motor vehicles. GHSP will continue to support the Advanced Roadside Impaired Driving Enforcement (A.R.I.D.E.) training to help law enforcement cope with these demands.

17. Project Title: Laboratory Support Program

The Department of Public Safety Forensic Laboratory will be increasing capacity and services for both law enforcement breath and blood testing. This includes the DataMaster Program which has been transferred from the Vermont Department of Health Laboratory. The DataMasters as well as other technical laboratory equipment and supplies will need to be purchased and/or maintained to provide quality services throughout the state for forensic testing and successful prosecution on impaired driving cases.

Alcohol: Budget Summary

Project Title	Budget Annual	Budget Carry-Forward	Budget Source
1. Local Grants for DUI Enforcement		1,810,400	\$164AL
2. Vermont State Police High Visibility DUI Mobilization	50,000		\$410
3. DUI Task Force		374,550	\$164AL
4. DUI Related Equipment		541,350	\$164AL
		125,000	\$410
5. DUI Checkpoint Sign Packages		80,000	\$164AL
6. DUI Program Coordinator		75,000	\$410
7. DUI Program Consultant		70,000	\$164AL
8. DUI Information Integration		300,000	\$164AL
9. DUI Blood Testing Equipment		65,000	\$164AL
10. SFST Updates		50,000	\$164AL
		50,000	\$410
11. DUI Court Implementation - Pilot		500,000	\$410
12. DUI Court Implementation - Statewide		900,000	\$410
13. Consultant to Streamline DUI Affidavit		100,000	\$410
14. Paid Media to Support Enforcement and Education	167,500	345,000	\$410
		435,000	\$164AL
15. Traffic Safety Resource Prosecutor	66,000		\$410
16. Drug Recognition Expert Program	74,000	100,000	\$410
17. Laboratory Support Program	121,500	100,000	\$410
\$402Total	0		
Total All Funds	6,500,300		

OCCUPANT PROTECTION PROGRAM AREA

Goal: To increase and improve the level of occupant protection, using education, public outreach and effective media messaging, supported by data based enforcement in those areas experiencing low belt use.

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

Vermont law enforcement agencies have participated in the annual Click It or Ticket campaigns since 2002. During the past decade, deployment of all available resources is supported by the use of data to determine those areas experiencing low seat belt usage rates. The Vermont Click it or Ticket Task Force is divided into groups of officers from agencies throughout the state. The four teams are comprised of 6-8 officers (in each team). The teams are dispatched to separate geographic areas of the state in which the safety belt surveys have shown low compliance rates. Because sworn police officers in Vermont have statewide arrest authority they are able to bring officers into a community from surrounding towns to conduct saturation patrols in a pre-designated area. Police officers from municipal agencies, sheriff's departments, state police and constables, as well as Department of Motor Vehicles, as well as Department of Motor Vehicles inspectors join in these inter-agency enforcement events. Although Vermont is not a primary seat belt law state, this combination of multi-agency deployment serves as a highly visible deterrent to those who choose not to wear a seatbelt. The mobility of these teams, staffed by dedicated traffic safety advocates, and directed by data, are highly productive resources.

2. Project Title: Click It or Ticket Paid Media

Vermont endorses the enforcement campaign "Click It or Ticket" to promote seat belt use to reduce highway fatalities. The mobilization is conducted annually with law enforcement agencies and traffic safety advocates throughout the state.

Media is geared specifically for radio and television, and spots are inserted into programming and content which is heard or viewed by the highest number of Vermonters, with high consideration geared towards men 18-34 years old. Vermont's strategy is developed by data collection based on areas with low seat belt rates, the platforms utilized to address those areas are broadcast television, cable television, online media, radio, and social media.

Media is coordinated through a marketing media state contract specifically designed for Governor's Highway Safety and the State's Agency of Transportation. This contract allows both agencies a greater media buy, therefore, saving funding.

Each campaign's purpose is thoroughly reviewed and evaluated to make sure the right message will be delivered to the right audience with the right media channels. The primary targets for the campaigns are young men 18-34 years old, with a skew towards the low income and single individuals. In addition, paid advertising is negotiated to deliver a value-added return, including bonus or PSA spots, programming sponsorships, editorial opportunities, and television and radio interviews. Beyond paid media, GHSP extends the reach and frequency of its messaging through creative partnerships which deliver primarily unfunded and pro bono earned media.

3. Project Title: Belts Paid Media – Special Target Areas

GHSP utilizes data to identify the geographical areas that demonstrate low seat belt use, and will experiment with strong media messages specifically targeting those areas. We will determine which media platforms will best reach the target audience and investigate new methods to increase seat belt rates.

4. Project Title: Child Passenger Safety Statewide Program

This comprehensive program is designed to assist the public through the distribution of materials, a website, displays, a toll free information line, training and education. The program recruits, trains 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. Thirty fitting stations and clinics are available statewide, each equipped with seats available for low income families. Data is collected to determine outreach needs, clients served, seats distributed and monitor technicians and instructors' certification status. Classes in special needs, school bus, CPS awareness, public service drivers, transport in ambulances, OP training for new law enforcement recruits, pediatric nurses and other allied professionals are ongoing, held on an as needed basis. Certification and technical update trainings are held annually. This program includes a program manager and support staff. The CPS program is outsourced to a non-profit organization.

Occupant Protection: Budget Summary

Project Title	Budget Annual	Budget Carry-Forward	Budget Source
1. CIOT Task Force	175,000	175,000	\$402
2. CIOT Paid Media	50,000	200,000	\$402
	111,000	156,000	\$405
3. Belts Paid Media - Special Target Areas	15,000		\$402
4. Child Passenger Safety Statewide Program	99,600	30,400	\$402
	78,000	102,414	\$2011
\$402 Total	745,000		
Total All Funds	1,192,414		

POLICE TRAFFIC SERVICES PROGRAM AREA

Goal: Utilize timely, accurate data and emerging technology to effectively identify those areas or specific locations which experience high incidents of motor vehicle crashes and respond with focused high visibility enforcement.

1. 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 salaries of officers and mileage charges.

2. 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 address local highway safety problems, based on crash data. Grant funds will be utilized to reimburse departments for salaries of officers and vehicle mileage.

3. Project Title: Enforcement – Distracted Driving

Distracted driving is described as any non-driving activity that takes your eyes off the road, hands off the wheel or interrupts your concentration while driving which increases the risk of crashing. Distractions can be visual, manual or cognitive. The use of cell phones and other electronic devices while driving poses a significant risk to all who use our roadways. GHSP works with non-enforcement partners to provide outreach and education relating to the dangers of distracted driving. The members of the Vermont law enforcement community have been encouraged to consider driver distraction in any post-crash investigation. During some crash investigations it has become routine to question whether an operator was engaged in a cell phone conversation immediately prior to or during an actual crash. Current Vermont law prohibits all operators from texting while driving a motor vehicle. In addition, novice drivers are prohibited from using hand held or hands free cell phones. GHSP will continue to use data to determine primary crash locations attributed to these types of violations. United States Secretary of Transportation, Raymond LaHood, has elevated the problems associated with distracted driving to the priority level. Recently pilot programs in Connecticut and New York State have demonstrated the widespread impact that enforcement can make, using data and technology to deter and detect violations of state laws regulating the use of hand held devices. GHSP supports all efforts to save lives and distracted driving and more specifically issues directly relating to cell phone use and texting, which are becoming more prevalent on a daily basis.

4. Project Title: Paid Media – Distracted Driving

In an effort to highlight the dangers of distracted driving, Vermont will develop pilot programs utilizing media and educational training materials. The results of the pilot programs will be aimed at examining whether increased police enforcement and paid media advertisements can seriously reduce distracted driving.

5. Project Title: Police Traffic Services Program Coordinator

Program coordination 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 monitors financial management systems, performance, makes recommendations for improvement, and arranges for training when required. The staff member monitors in office, by telephone, and makes field trips. Systems are developed to improve monitoring processes and track financial spend down and safety accomplishments.

6. Project Title: Policies Manual Contractor

The GHSP staff has prepared and submitted a *Request For Proposal* to contract subject matter experts to create a "Vermont Governor's Highway Safety Program, Policies and Procedures" manual, which will be modeled in the design and structure of the current prototype produced and promoted by the Governor's Highway Safety Association (GHSA). During the development of the manual, applicable National Highway Safety Administration (NHTSA), Vermont State, Vermont Department of Public Safety and Vermont Governor's Highway Safety Program statutes, rules, regulation and procedures will be incorporated when appropriate.

7. Project Title: Police Training Programs

Training programs for law enforcement will be provided for our critical emphasis areas based on needs to enhance highway safety skills. Trainings selected will be focused on new information and investigative techniques that will benefit our program areas.

8. Project Title: Mobilization Equipment incentives

GHSP encourages all Vermont law enforcement agencies to actively participate in all national, state-wide and local, data driven enforcement events. By successfully participating in these campaigns, agencies have the opportunity to obtain traffic safety equipment items. Equipment offered is directly related to improvement of efficiency and effectiveness of their traffic safety endeavors. Vermont law enforcement agencies participate in the four major NHTSA high visibility enforcement campaigns each year. GHSP encourages agency participation with the goal of maximum effectiveness, statewide, for these campaigns. Upon successful completion of an event, a qualifying agency may be eligible for funds that can be used to purchase specified police related equipment. This equipment includes, but is not limited to: portable breath testing equipment; radar and laser speed monitoring equipment; emergency lighting; audio and video recording devices and checkpoint sign packages. Equipment incentives enable individual officers and agencies, in general, to be better prepared, better equipped and more productive while participating in enforcement campaigns. Better equipment also encourages officers to engage in traffic enforcement activities during discretionary periods while on regular patrol.

Police Traffic Services: Budget Summary

Project Title	Budget Annual	Budget Carry-Forward	Budget Source
1. Vermont State Police Traffic Safety Enforcement	125,000	125,000	\$402
2. Local and DMV Grants for Traffic Safety Enforcement	325,000	325,000	\$402
3. Enforcement - Distracted Driving		100,000	\$402
4. Paid Media - Distracted Driving		100,000	\$402
5. PTS Program Coordinator	75,000		\$402
6. PTS Program Assistant	20,000		\$402
7. Police Training Programs	10,000	10,000	\$402
8. Mobilization Equipment Incentives	200,000	311,100	\$402
		27,000	\$406
\$402 Total	1,726,100		
Total All Funds	1,753,100		

LAW ENFORCEMENT SUPPORT ACTIVITIES

Goal: Increase law enforcement ability to participate in data driven traffic safety efforts. Promote NHTSA's enforcement priorities and encourage sustained, effective enforcement throughout the year.

1. Project Title: Vermont Law Enforcement Challenge

Modeled on the IACP Law Enforcement Challenge, VLEC helps police departments analyze and focus on their traffic safety activities, and recognizes 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 one top Vermont finalist to attend the IACP annual conference.

2. Project Title: Law Enforcement Liaisons

GHSP currently utilizes a contractor filling the position as Law Enforcement Liaison (LEL). Operating under a defined scope of work, the LEL provides communication between the Vermont law enforcement community and the GHSP staff. In FY2013, a second LEL will be contracted. The state will be sectioned into two geographical areas of operation, north and south. The individual LELs will be responsible for facilitating all law enforcement related activity in their assigned portions of the state. Progress will be evaluated by metrics such as: Agency participation in national and state enforcement campaigns; reduction in fatal crashes, injuries and overall crashes; increase in seatbelt use rate; participation in the Vermont Law Enforcement Challenge and other measures for the improvement of traffic safety.

3. Project Title: Enforcement Task Force Court Fund

GHSP 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. This special fund reimburses officer time and travel for such court appearances. We support this aggressive pursuit of traffic citations issued on our programs.

4. Project Title: Preliminary Breath Test Repair Fund

GHSP will continue to fund the repair of the PBT devices that we distribute to Vermont Law Enforcement Agencies.

5. Project Title: Public Information and Education Materials

In addition to the annual media campaigns utilizing television, radio, website, YouTube, Facebook and print advertising, the public information officer will plan specific multimedia campaigns with public service announcements and develop specialized campaign print materials. The materials will target geographical areas that are identified as having a high number of crashes, impaired driving, and low seat belt use based on data. As these tools of communications are developed they will be shared with sub grantees and partnerships with civic organizations.

6. Project Title: Immobilization and Forfeiture

GHSP supports Vermont law enforcement agencies for specific expenses incurred during immobilization and forfeiture proceedings directly related to impaired driving arrests. The Traffic Safety Resource Prosecutor (TSRP) will assist the individual State Attorney's office, and law enforcement agencies, in matters related to lawful immobilization or seizure of motor vehicles.

Law Enforcement Support: Budget Summary

Project Title	Budget Annual	Budget Carry-Forward	Budget Source
1. Vermont Law Enforcement Challenge	12,500		\$402
	12,500		\$410
2. Law Enforcement Liaisons	90,000	90,000	\$402
	90,000	90,000	\$410
3. GHSP Task Force – Court Fund	4,000		\$402
4. Preliminary Breath Test Repair Fund	3,000		\$410
5. Public Information and Education Materials	15,000	15,000	\$402
	15,000		\$410
6. Immobilization and Forfeiture	2,000	20,000	\$410
\$402 Total	226,500		
Total All Funds	459,000		

MOTORCYCLE SAFETY PROGRAM AREA

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

1. Project Title: Support of State Motorcycle Rider Education Program

The Vermont Rider Education Program provides motorcycle training for basic license endorsement and advanced rider levels at several training sites across the state. Sessions involve both classroom and on vehicle instruction. In 2013, instructors will be trained in the use of the new Motorcycle Safety Foundation novice curriculum, a key component of Vermont's basic course. Maintaining safe inventory of helmets for each of the course sites is a high priority for the Department of Motor Vehicles site managers and instructors, due to wear and tear. GHSP funds will assist with the purchase of replacement helmets at three sites. During May, 2013 (Motorcycle Awareness Month), The Department of Motor Vehicles will provide a motorcycle awareness campaign using paid media and PSA's. Throughout the rest of the motorcycle riding season, additional messages will be introduced including the need for motorcyclists to wear a Department of Transportation approved helmet as well as other proper riding gear and at least one spot focused on DUI.

Motorcycle Safety Program Area: Budget Summary

Project Title	Budget Annual	Budget Carry-Forward	Budget Source
1. State Motorcycle Rider Education Program	100,000	139,927	\$2010
402 Total	0		
Total All Funds	239,927		

TRAFFIC ENGINEERING SERVICES PROGRAM AREA

Goal: Utilize §164 funds to address specifically designated high crash locations.

1. Project Title: Hazard Elimination Program

The Vermont Agency of Transportation employs a team of data analysts to interpret crash data and other pertinent information to determine specific locations needing roadway improvement. In particular, roadway engineers are continually engaged in intersection safety and other acceptable roadway safety improvements.

Traffic Engineering Services: Budget Summary

Project Title	Budget Annual	Budget Carry-Forward	Budget Source
1. Hazard Elimination Projects	3,400,000	3,764,616	\$164
402 Total	0		
Total All Funds	7,164,616		

COMMUNITY EDUCATIONAL PROGRAMS

Goal: To efficiently provide traffic safety information to the various, diverse communities throughout the state, improving the quality of life by supporting their efforts to save lives, reduce injuries, decrease motor vehicle crashes.

1. Project Title: Local Law Enforcement Educational Programs

Local law enforcement agencies will implement education programs focused on youth traffic safety awareness, younger drivers, and work with youth and adults to both reduce distracted driving and increase seat belt use. Caledonia County Sheriff intends to go into the local schools and attend two summer fairs to do interactive curricula that increases awareness of the risks of driving while texting. Essex County Sheriff will work to increase belt use rate to meet statewide averages and to educate about both DUI and distracted driving at schools' prom and graduation time, during driver's education classes and with interactive booths at local community events. Orange County Sheriff plans to go into the local schools and do interactive curricula to engage teen drivers regarding DUI and safe driving, and continue a successful series of youth bicycle safety rodeos countywide.

2. Project Title: Local Motion Safe Streets Coalition

Local Motion is a member-supported non-profit organization promoting people-powered transportation and recreation for healthy and sustainable Vermont communities. The Safe Streets Collaborative is a broad-based campaign led by non-profits and local governments from across Chittenden County and funded by GHSP. Their goal is to reduce bike-pedestrian/motor vehicle crashes by building a culture of respect on our streets and sidewalks. Their philosophy is that everyone has a part to play – cyclists, pedestrians and motorists alike. Based on the bike-pedestrian accidents in the VT crash database and co-planning with local law enforcement, Local Motion targets problem intersections for education/enforcement events and uses outreach and education strategies for demographic groups such as youth and college students with lower rates of helmet use and unfamiliarity with local ordinances. Education is also provided to parents and younger children through participation in community, school and local hospital health fairs, along with promotional events.

3. Project Title: VSP Educational Program

This project allows the Vermont State Police to meet public demand for highway safety presentations in businesses, schools and other community groups. Surveys at the beginning and end of each presentation will assess what was retained by program participants. Educational areas include impaired driving, speeding, distracted driving, occupant protection, and motorcycle safety (focusing on helmets). The overall goal is to provide education in conjunction with the enforcement targeted to the public at large.

4. Project Title: Vermonters' Victim Impact Panel

The Department of Corrections DUI Victim Impact Panel is an awareness program for offenders convicted of misdemeanor driving under the influence of alcohol or other drugs. Educators conduct a two-part curriculum in probation offices around the state, a revised version of which begins

implementation in 2013. The preliminary participant recidivism data for 2008-2011 in a new database indicate a rate of 28%. Project staff track participant self-report data from evaluations of the program with 60% identifying lessons and information gained that changed their driving decision-making and behaviors. The program also offers an annual Red Ribbon Tree DUI public awareness event during December at the State Capitol timed to coincide with the launch of the holiday DUI enforcement and media efforts.

5. Project Title: Youth Safety Council of Vermont

The Youth Safety Council of Vermont was formed in 2005 to promote and support youth safety programs, education, initiatives and studies; partner with youth safety experts and advocates to sustain and improve existing programs; increase public awareness of youth safety issues; support and conduct educational and informational activities and increase public awareness of youth safety issues. The GHSP funds an educational project of interactive presentations at teen drivers' education classes around Vermont with the VT DMV curriculum 'Turn Off Texting' utilizing a golf cart course. In 2012, surveys given before the intervention (40 sites), just after, and then several months later at the end of the drivers' education classes to measure the effectiveness of the program indicate positive and consistent change in students awareness and behavior. GHSP will work with YSC on planned expansion of the program and exploration of a teen distracted driving media campaign.

6. Project Title: Workplace Traffic Safety Program

Project Roadsafe is a workplace driver's safety program re-located in a new partnership with the Associated General Contractors of Vermont, a statewide training organization. The mission of Project Roadsafe is to help Vermont businesses create a safe workplace for their drivers, decrease distracted driving, reduce impaired driving, and increase the use of seatbelts. Programming in 2013 will continue to use the motor vehicle crashes in the First Report of Injury data from the Vermont Department of Labor database to engage VT companies with high numbers of crashes, participation in a regular series of annual statewide workforce safety forums and conferences to both present and distribute materials, to provide education/training at worksites on request, distribution of a monthly e-newsletter and to maintain a program website.

7. Project Title: Vermont Driver Education Simulator Project

The Vermont Department of Health will begin the development and pilot of a driver education program utilizing a simulator-based curriculum focused on impaired and distracted driving and the consequences of risky decision-making. GHSP will support the purchase of the simulator and encourage VDH's use of the recommendations in the 2011 Driver Education Assessment to help guide outreach to schools and community partners.

8. Project Title: Teen Educational Programs Belts/Distracted Driving TBD

Guided by NHTSA performance measure/data driven expectations we are continuing to research/identify a good program for Vermont. The fall 2011 Driver Education Assessment will also inform and guide this effort.

9. Project Title: Teen Educational Programs – Alcohol TBD

Guided by NHTSA performance measure/data driven expectations we are continuing to research/identify a good program(s) for Vermont. The 2011 Driver Education Assessment will also inform and guide this effort.

10. Project Title: GDL Enforcement/Education Implementation TBD

Guided by NHTSA performance measures/data driven expectations we are continuing to research/identify a good program(s) for Vermont. The fall 2011 Driver Education Assessment will also inform and guide this effort.

11. Project Title: Lifesaver “Highway Heroes” Awards

This annual event provides GHSP with an opportunity to thank the education, enforcement, emergency medical services and engineering partners who are responsible for the successes achieved in highway safety. These are some of the individuals who have helped GHSP reach its goals and mission. It provides a networking opportunity for participants, and allows GHSP to showcase model programs and reward outstanding achievement.

12. 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. GHSP uses a local production resource to create effective media messaging, and tag media obtained from NHTSA and other states with the Vermont Governor’s Highway Safety local message.

13. Project Title: Community Programs Coordinator

A GHSP staff member manages the Traffic Records Program as well as a variety of educational grants and contracts for the belt, attitude and behavior surveys. This staff member also provides support with program evaluation for all education grants and GHSP projects, including site visits.

14. Project Title: Public Information Officer

GHSP’s Public Information Officer (PIO) 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, manages website content and develops a monthly newsletter.

The PIO assists sub grantees and partners in developing clear, reasonable goals for their campaigns, designs materials, and recommends appropriate evaluation tools. Sub grantees submit P I & E materials for the PIO’s approval.

15. Project Title: Program Support Materials

This budget item provides materials and equipment to support program management.

16. GHSP Partners Travel and Training

Training programs for non-law enforcement personnel will be provided for our critical emphasis areas based on needs to enhance highway safety skills. Trainings selected will be focused on new information and techniques that will benefit our program areas.

Community Education Programs: Budget Summary

Project Title	Budget Annual	Budget Carry-Forward	Budget Source
2. Local Law Enforcement Educational Programs	15,900		\$402
3. Local Motion Safe Streets Coalition	45,000		\$402
4. VSP Educational Program	7,000		\$402
	7,000		\$410
5. Vermonters' Victim Impact Panel	16,600		\$410
6. Youth Safety Council of Vermont	45,000		\$402
7. Workplace Traffic Safety Program	47,500		\$402
	47,500		\$410
8. VDH Driver Education Project	5,400		\$402
	5,400		\$410
9. Teen Educational Programs - Belts, Distracted Driving		140,000	\$402
10. Teen Educational Programs - Alcohol	164,850		\$410
11. GDL Enforcement/Education Implementation		100,000	\$402
12. Lifesaver "Highway Heroes" Awards	8,000		\$402
13. Media Production	2,327	18,500	\$402
	1,500	18,500	\$410
14. Community Programs Coordinator	36,000		\$402
15. Public Information Officer	78,000		\$402
16. Program Support Materials		8,000	\$406
17. GHSP Partners Travel & Training		10,000	\$402
402 Total	558,627		
Total All Funds	827,977		

EVALUATION AND DATA COLLECTION

Goal: Effective utilization of pertinent, timely data, maximizing the positive impact realized from the expenditure of highway safety funding to address critical emphasis areas and other emerging priority issues.

1. Project Title: Traffic Safety Crash Analyst

The Traffic Safety Crash Analyst works directly within the Traffic Operations Unit of the Vermont State Police (VSP). The analyst works in partnership with the Vermont Agency of Transportation data analysts to provide a comprehensive assessment of traffic safety conditions. In addition, the analyst provides detailed geo-mapping of state, county and local high crash areas, providing this information to all law enforcement agencies in the state. VSP is currently in the process of embracing the Data Driven Approaches to Crime and Traffic Safety (DDACTS). The second DDACTS guiding principle is: "Data Collection. Information provided by the Data Analyst will be utilized by GHSP to design media outreach in addition to planning of enforcement response to traffic safety issues.

2. Project Title: Annual Safety Belt Survey

We will conduct an annual observational survey. Observers will conduct the surveys in accordance with NHTSA standards, post-Click It or Ticket mobilization. In FFY2013 the current method of conducting seatbelt use surveys will be replaced by a new survey methodology as required by the National Highway Traffic Safety Administration.

3. Project Title: Attitude Survey

A telephone attitude survey will 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.

4. Project Title: CPS Program Evaluation

GHSP is striving to evaluate one major program area per year. These evaluations will be used to fine-tune programs and help plan resource commitments. The Child Passenger Safety Program is scheduled for evaluation, including an OPC assessment in 2013.

5. Project Title: Traffic Records Program Coordinator

A GHSP staff member manages the Traffic Records Program as well as a variety of educational grants and contracts for the belt, attitude and behavior surveys. This staff member also provides support with program evaluation for all education grants and GHSP projects, including site visits.

6. Project Title: Policies Manual Contractor

The GHSP staff has prepared and submitted a *Request For Proposal* to contract subject matter experts to create a "Vermont Governor's Highway Safety Program, Policies and Procedures" manual, which will be modeled in the design and structure of the current prototype produced and promoted by the Governor's Highway Safety Association (GHSA). During the development of the manual, applicable National Highway Safety Administration (NHTSA), Vermont State, Vermont Department of Public Safety and Vermont Governor's Highway Safety Program statutes, rules, regulation and procedures will be incorporated when appropriate.

Evaluation and Data Collection: Budget Summary

Project Title	Budget Annual	Budget Carry-Forward	Budget Source
1. Traffic Safety Crash Analyst	37,000		\$402
	37,000		\$410
2. Annual Safety Belt Surveys	36,300		\$405
3. Attitude Survey	6,500		\$402
	6,500		\$410
4. CPS Program Evaluation		40,000	\$402
5. Traffic Records Program Coordinator	36,000		\$402
6. Policies Manual Contractor		10,000	\$402
402 Total	129,500		
Total All Funds	209,300		

PROGRAM ADMINISTRATION

Goal: 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. The total of Program Administration may not exceed 10% of the current year's corresponding funding source.

P&A: Budget Summary

Project Title	Budget Annual	Budget Carry-Forward	Budget Source
1. GHSA Dues		1,500	\$164
	1,500		\$402
	1,500		\$410
2. Operating Costs		12,900	\$164
	12,900		\$402
	12,900		\$410
3. Indirect Costs		4,200	\$164
	5,400		\$402
	84,250		\$410
4. GHSP Chief	106,000		\$402
5. Administrative Assistant	10,000		\$402
6. DPS Grants Management Unit Support		40,000	\$164
	40,000		\$402
402 Total	175,800		
Total All Funds	333,050		

§408 TRAFFIC RECORDS PROGRAM AREA

Goal: Continue the development of Vermont's traffic records system into a fully integrated, efficient and effective resource, available to all appropriate users in the state. The ongoing coordination and integration of the traffic records system will provide a solid basis for the continued refinement of high safety management in the state.

1. Project Title: Crash Data Reporting System Improvements

The project provides continued development of Web Crash, to include interface projects, crash diagramming tool, web service tools, mapping tools, and enhanced reporting features, working towards 100% electronic reporting of law enforcement's motor vehicle crash reports and elimination of wasteful and time consuming paper processes. Work continues to eventually link to EMS's SIREN project for hospital and EMS run information as well as probabilistic matching, and in the next few years, interface with the DPS e-Citation project, including an auto-population tool from DPS message switch to law enforcement. The goal of all of these components is a fully linked Statewide Traffic Records system.

2. Project Title: End User Crash Data Query Tool

This ongoing project is designed to provide web-based user-friendly access to the non-personal data in the VTrans crash database for highway safety professionals, law enforcement and the general public.

3. Project Title: Web Crash Auto Population

AOT will develop a Driver's License and Vehicle Registration Data Porting Tool. This tool will allow Law Enforcement to back-fill these data elements into Web-Crash and E-Citation. This will expedite the traffic stop time and validate the data at the point of entry in both Web Crash and E-Citation.

4. Project Title: Traffic Records IT Coordinator

This position is a result of the requirement for unbiased Information Technology (IT) oversight on the Crash project. The person in this position provides guidance and technology research results on the Crash Data Collection Interface and all IT Traffic Records related projects in progress or in the planning stages, and represents the perspective of the state's Department of Information and Innovation responsible for coordination of state technology initiatives.

5. Project Title: DPS Support of Traffic Records

This position researches and co-ordinates updates and enhancements for the Vermont Traffic Records Coordination Committee (TRCC) and the DPS Office of Traffic Safety, which assist in the law enforcement automation of highway safety related processes such as eCitation, eWarning, Web Crash and Bias Free Policing.

6. Project Title: E-Citation – Business Plan Consultant

This vendor will apply the master business plan for development of the statewide electronic traffic citation (eCitation), electronic traffic warning (eWarning), and bias free policing (racial profiling) electronic data gathering applications to drafting the initial RFP for the implementation phase of the plan.

7. Project Title: E-Citation - Implementation

This project will use the eCitation master business plan, completed in 2012, to generate RFPs necessary to secure the required vendor(s) services for initial building and implementation of the statewide eCitation, eWarning, and bias free policing applications.

8. Project Title: TRCC Consultant

Primary responsibilities for the TRCC consultant include providing administrative support to the TRCC, monitoring state-wide data program compliance, coordinating sharing data between agencies, developing VT annual progress reports for NHTSA and preparing the 408 application. The consultant will also facilitate the development of a new VT Traffic Records Strategic Plan.

9. Project Title: EMS Statewide Incident Reporting Network (SIREN)

With all but a few EMS agencies inputting data into SIREN, the project will: a) fully utilize an EMS Data Manager hired in 2012 to analyze the data and identify problems, gaps and ongoing usage issues during what will be the first full year of implementation. The project will also continue to enhance reporting capabilities by: b) providing ongoing SIREN training of personnel at the licensed ambulance services, and c) provision of both new and used upgraded computers and Field Bridge software to those EMS providers still needing basic equipment to be SIREN compliant.

Traffic Records: Budget Summary

Project Title	Budget Annual	Budget Carry-Forward	Budget Source
1. Crash Data Reporting System		93,000	\$408
2. End User Crash Data Query Tool		35,000	\$408
3. Web Crash Auto Population		40,000	\$408
4. Traffic Records IT Coordinator		120,728	\$408
5. DPS Support of Traffic Records		70,000	\$408
6. E-Citation - Business Plan		111,008	\$408
7. E-Citation - Implementation	500,000	751,217	\$408
8. TRCC Consultant		50,000	\$408
9. SIREN		266,500	\$408
402 Total	0		
Total All Funds	2,037,453		

STATE CERTIFICATIONS AND ASSURANCES

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

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

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

Certifications and Assurances

Section 402 Requirements (as amended by Pub. L. 112-141)

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

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

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

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

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

- National law enforcement mobilizations and high-visibility law enforcement mobilizations,
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,
- An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources,
- Coordination of its highway safety plan, data collection, and information systems with the State strategic highway safety plan (as defined in section 148)(a)).

(23 USC 402 (b)(1)(F));

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 USC 402(j)).

Other Federal Requirements

Cash management

Cash draw downs will be initiated only when actually needed for disbursement (i.e., as close as possible to the time of making disbursements). Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.20

For subgrantees, grantees must establish reasonable procedures to ensure the receipt of reports on subgrantees' cash balances and cash disbursements in sufficient time to enable them to prepare complete and accurate cash transactions reports to the awarding agency. Grantees must monitor cash draw downs by their subgrantees to assure that they conform substantially to the same standards of timing and amount as apply to advances to the grantees. 49 CFR 18.20

Failure to adhere to these provisions may result in the termination of drawdown privileges.

Equipment

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

Federal Funding Accountability and Transparency Act (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; , and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;

(i) the entity in the preceding fiscal year received—

(I) 80 percent or more of its annual gross revenues in Federal awards; and (II) \$25,000,000 or more in annual gross revenues from Federal awards; and (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;

- Other relevant information specified by OMB guidance.

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794) and the Americans with Disabilities Act of 1990 (42 USC § 12101, *et seq.*; PL 101-336), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 *et seq.*), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other

nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

Map-21

The State will comply with the requirements of MPA-21 to implement high visibility law enforcement mobilizations coordinated by the NHTSA Secretary and coordinate the highway safety plan, data, collection, and information systems with the State Strategic Highway Safety Plan (as defined in section 148(a))”.

The Drug-free Workplace Act of 1988(41 U.S.C. 702;):

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace.
 2. The grantee's policy of maintaining a drug-free workplace.
 3. Any available drug counseling, rehabilitation, and employee assistance programs.
 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
 1. Abide by the terms of the statement.
 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.

- e. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
 - 1. Taking appropriate personnel action against such an employee, up to and including termination.
 - 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)) which contains the following requirements:

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

CIVIL RIGHTS

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794) and the Americans with Disabilities Act of 1990 (42 USC § 12101, *et seq.*; PL 101-336), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 *et seq.*), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other

nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements

POLITICAL ACTIVITY (HATCH ACT)

The State will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

MAP -21 Gina

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal

pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

*Certification Regarding Debarment, Suspension, and Other Responsibility Matters-
Primary Covered Transactions*

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to whom this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or

voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion –
Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

POLICY TO BAN TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership on Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

- (1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
 - a. Company-owned or – rented vehicles, or Government-owned, leased or rented vehicles; or
 - b. Privately-owned when on official Government business or when performing any work on the behalf of the Government.
- (2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –
 - a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
 - b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



Governor's Representative for Highway Safety

Vermont
State of Commonwealth

2013
For Fiscal Year

Date

9/6/12

HIGHWAY SAFETY PROGRAM COST SUMMARY

State: VERMONT

Number: Preliminary

8/6/2012

Federally Funded Programs						
Program Area	Approved Program Costs	State/ Local Funds	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
CP – Community Projects	\$558,627	\$139,657	\$290,127	\$268,500	\$558,627	\$305,800
OP – Occupant Protection Projects	\$745,000	\$186,250	\$339,600	\$405,400	\$745,000	\$745,000
PA – Program Administration Projects	\$175,800	\$175,800	\$175,800	\$0	\$175,800	\$0
PT – Police Traffic Services Projects	\$1,952,600	\$488,150	\$876,500	\$1,076,100	\$1,952,600	\$1,803,600
TR – Traffic Records Projects	\$129,500	\$32,375	\$79,500	\$50,000	\$129,500	\$0
2012 402 Total	\$3,561,527	\$1,022,232	\$1,761,527	\$1,800,000	\$3,561,527	\$2,854,400
SAFETEA-LU						
164 – Hazard Elimination Projects	\$7,164,616	\$0	\$3,400,000	\$3,764,616	\$7,164,616	\$7,164,616
164 – Alcohol Transfer Funds Projects	\$3,784,900	\$0	\$0	\$3,784,900	\$3,784,900	\$3,291,300
405 – Occupant Protection Projects	\$303,300	\$909,900	\$147,300	\$156,000	\$303,300	\$111,000
406 – Belt Use Incentive Projects	\$35,000	\$0	\$0	\$35,000	\$35,000	\$0
408 – Data Program Incentive Projects	\$2,037,453	\$509,363	\$500,000	\$1,537,453	\$2,037,453	\$0
410 – Alcohol Traffic Safety Projects	\$3,410,000	\$10,032,700	\$986,500	\$2,423,500	\$3,410,000	\$1,122,850
2010 – Motorcycle Safety Incentive Projects	\$239,927	\$0	\$100,000	\$139,927	\$239,927	\$239,927
2011 – Child Seat Projects	\$180,414	\$180,414	\$78,000	\$102,414	\$180,414	\$180,414
2012 SAFETEA Total	\$17,155,610	\$11,632,377	\$5,211,800	\$11,943,810	\$17,155,610	\$12,110,107
NHTSA TOTALS	\$20,717,137	\$12,654,609	\$6,973,327	\$13,743,810	\$20,717,137	\$14,964,507

State Official Authorized Signature:

SIGNATURE:


Keith W. Flynn, Commissioner

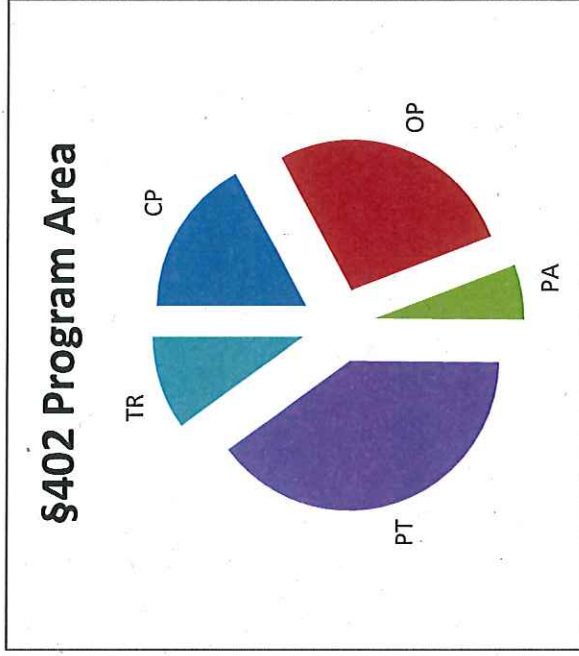
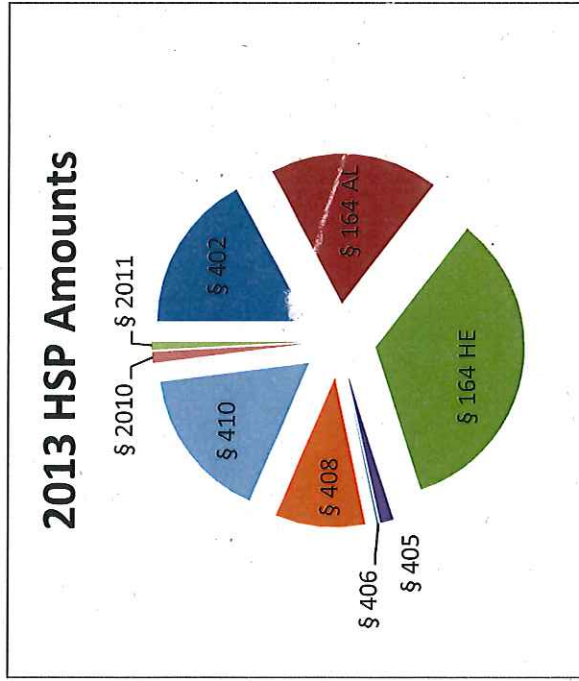
TITLE:

Governor's Representative

DATE:


9/6/2017

2013 FUNDING CHARTS



Source	
\$402	\$3,561,527
\$164 AL	\$3,784,900
\$164 HE	\$7,164,616
\$405	\$303,300
\$406	\$35,000
\$408	\$2,037,453
\$410	\$3,410,000
\$2010	\$239,927
\$2011	\$180,414
	\$20,717,137

402 Program Area	
CP	\$558,627
OP	\$745,000
PA	\$175,800
PT	\$1,952,600
TR	\$129,500
	\$3,561,527