



**State of Vermont**

**Governor's Highway Safety Program**

**Highway Safety Plan**

**2014**

**"Toward Zero Deaths"**

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**Governor's Highway Safety Program**

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## **Mission Statement**

Working toward 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) respectfully submits the Federal Fiscal Year 2014 Highway Safety Plan (HSP). The GHSP staff works in partnership with federal, state, and local partners to organize and develop the strategies and planning described in this document. Vermont's HSP has been prepared using the guidance provided by the 2012 federal transportation reauthorization, Moving Ahead for Progress in the 21st Century Act (MAP-21).

The GHSP staff has carefully analyzed the state's historical and current crash data and developed action plans and strategies to address each identifiable issue relating to these traffic safety matters. Traditional priorities such as occupant protection; impaired driving; speed management; distracted driving; and other primary traffic safety issues will continue to be critical areas of focus. The GHSP array of programs will continue to evolve during FFY 2014 to address a variety of emerging issues.

In this upcoming fiscal year, Vermont traffic safety programs will benefit from the expansion of the state's DUI Court pilot program and the addition of the state's first Judicial Outreach Liaison (JOL). The JOL will team with the state's Traffic Safety Resource Prosecutor (TSRP) to support the DUI Court and also provide extensive training for Law Enforcement Agencies (LEAs) and all other judiciary partners.

To further support the state's LEAs, a second Law Enforcement Liaison (LEL) has joined the team as a contractor. Partnering Law Enforcement Agencies will continue to increase their preliminary investment in the nighttime enforcement of the state's occupant protection laws. Periodic, sustained seat belt enforcement, conducted during nighttime hours is focused on reducing the number of serious crashes occurring during these timeframes.

Education and enforcement will focus occupant protection efforts on the state's expansive system of rural roadways, to reduce those serious crashes occurring on local roads not as visible as primary routes. 82% of the state's fatal crashes occurred on these categories of roadways. In addition, media outreach, education and enforcement will be energized to raise the seat belt use rate and decrease serious crashes involving 18 to 34 year old male operators of pickup trucks. Nationally and locally, this demographic remains among those most at risk during unrestrained crashes.

FFY 2014 will be the first full fiscal year for the Vermont Highway Safety Alliance (VHSA), which provides GHSP increased opportunities for partnership development. The VHSA platform offers GHSP the resources to create and implement an Occupant Protection Task Force and an Impaired Driving Task Force. The Impaired Driving Task Force will develop tactics to address the alarming increase of drugged driving, while working with enforcement partners to provide DUI patrols consistently during four sustained campaigns.

The two task forces will be developed by GHSP's two Law Enforcement Liaisons. The task forces membership will include representatives from Enforcement, Education, Engineering, and Emergency Medical Response (The Four "E"s).

VHSA will continue to conduct Regional Traffic Safety Forums. These forums, which began in 2013, are community based workshops designed to reach deep into the local communities and identify local traffic safety issues and develop local solutions to make these roadways safer.

The Vermont Department of Health will begin its first full year managing The Child Passenger Safety program. This will provide the program with an existing, statewide structure of certified technicians to dispense this portion of GHSP's occupant protection program throughout the state.

Vermont's highway safety programs are measurably enhanced by the accessibility of dynamic data analysis and the ability to respond quickly to emerging trends. Data based planning and prudent financial management mitigates the challenges that impact ongoing strategies and drain existing resources.

The inclusion of traffic safety advocates from enforcement, education, engineering, and emergency response provides supplemental assets, enabling this year's strategies to function in the most effective and efficient manner.

Through these partnerships and careful stewardship of incoming federal funds we maximize the ability to reduce crashes and save lives on Vermont's roadways. Working in harmony with this year's revised Strategic Highway Safety Plan (SHSP), and MAP-21, the GHSP staff presents Vermont's FFY 2014 Highway Safety Plan.

## Highway Safety Planning Process

In calendar year 2011, Vermont experienced the lowest number of traffic fatalities (54) since 1944. Unfortunately, that number increased to 77 deaths in 2012. The Governor's Highway Safety Program (GHSP) staff continually analyzes pertinent crash data to categorize causation factors and identify developing trends. It remains obvious that high percentages of fatalities and injuries, resulting from Vermont's crashes continue to be caused or exacerbated by: Improper restraint, excessive speed, and impairment by alcohol and other various drugs. GHSP has carefully reviewed crash data and has utilized those data sets to maximize the effectiveness of funds provided to the state's subgrantees.

In 2012, Vermont traffic safety partners and advocates, joined by representatives from applicable federal agencies, the National Highway Traffic Safety Administration (NHTSA); Federal Highway Administration (FHWA); and the Federal Motor Carrier Agency (FMCA), created the Vermont Highway Safety Alliance (VHSA). During the past year VHSA partners have participated in a number of cooperative projects. One of these efforts was the first update of the state's Strategic Highway Safety Plan (SHSP), which was created in 2005. The revised SHSP listed six critical emphasis areas (CEAs). These CEAs are: (1) Improve infrastructure; (2) Age appropriate solutions; (3) Curb speeding and aggressive driving; (4) Increase use of occupant protection; (5) Reduce impaired driving; and (6) Curb distracted driving and keep drivers alert. The FFY 2014 HSP directly reflects and emphasizes those behavioral areas described in the revised SHSP.

Working with these traditional and non-traditional partners efficiently coordinates information and data; maximizes available resources; expands community outreach; strengthens media efforts; and creates a collaborative voice for promoting common traffic safety issues.

Law Enforcement Agencies (LEAs) throughout the state continue to structure their enforcement and educational efforts based on data provided to them by GHSP and the Vermont Department of Transportation (VTrans). The LEAs actively participate in the NHTSA national campaigns such as *Click It or Ticket* (CIOT) and *Drive Sober or Get Pulled Over*. These same agencies are funded through grants to perform sustained, impaired driving detection patrols; occupant protection enforcement; and speed reduction efforts throughout the year. They are required to conduct all grant funded efforts based on crash data provided to them by GHSP. The performances of these agencies are closely monitored and evaluated based on their utilization of this provided data. Funding for subgrantees is determined by the quality, accuracy and data based strategies described in their grant proposals.

The enforcement activities of the individual LEAs are supported and supplemented by periodic task force activities. In 2013, the Vermont State Police (VSP) launched a statewide DUI enforcement campaign, designated: *Sober Summer*. The strategy was designed to reduce impaired driving related crashes by saturating secondary roadways with teams of officers comprised of state, county, and municipal police officers. These high visibility enforcement patrols were supported by community and media outreach efforts. Working in partnership with VTrans, variable message boards (VMB) will be utilized as public information tools, to promote the campaign to drivers, statewide. In addition to *Sober Summer*, the GHSP LELs organize mobile DUI Task Force units, which are deployed to those areas with measureable DUI crash statistics. Also, a number of LEAs provide educational outreach to young drivers, supported by funding from GHSP. Other LEAs deliver similar messaging at local and county fairs, events which are attended by a large portion of Vermonters.

The Driving Under the Influence (DUI) treatment court pilot is currently operating in Windsor County. In the spring of 2013, Vermont's Governor, Peter Shumlin, held a press conference to announce the appointment of a Statewide DUI Court coordinator. This position, held by a former county prosecutor, will facilitate the expansion

of the DUI Court model into the remaining jurisdictions within the state. The time period for full deployment is 36 months.

The State's Traffic Safety Resource Prosecutor (TSRP) will assist with the expansion of the DUI Court as well as provide assistance to local prosecutors in traffic related matters. The TSRP is a member of the Drug Recognition Expert (DRE) oversight committee and has provided the program with keen insights and advice. He continues in those capacities and will provide valuable guidance to officers and LEAs in matters relating to traffic safety and impaired driving.

In the summer of 2013 a Judicial Outreach Liaison (JOL) contractor began working collaboratively with the current TSRP, LELs, and the coordinator of the DUI treatment court. This team will develop training sessions, relating to DUI enforcement and the effective preparation of affidavits and other DUI arrest paperwork. The Vermont JOL is a retired judge with an outstanding history as a traffic safety advocate.

During FFY 2014, GHSP will incorporate a DUI Program Coordinator to continue the development of a comprehensive impaired driving education and enforcement tactics. The program coordinator will work with the JOL, TSRP, LELs, and other GHSP staff to provide systematic updates and trainings. The states' Standard Field Sobriety Testing program will be reviewed and updated as required. The coordinator will work to incorporate the remaining Impaired Driving Assessment Recommendations (December 2011) not yet incorporated into the GHSP Impaired Driving program. The coordinator will also provide regional trainings and workshops relating to the DRE program and Advanced Roadside Impaired Driving Enforcement (A.R.I.D.E.) and also work with the existing on-line versions of these trainings.

Historical trends show a 13.8% reduction in alcohol-impaired fatalities for the 3-year rolling average between 2005 and 2012. However, a more detailed analysis of the most recent 5-year analysis period from 2007 to 2011 revealed that impaired driving major crashes accounted for 17% of fatal crashes and 13% of incapacitating injury crashes in Vermont (2013 SHSP). The goal of Vermont's Impaired Driving Program is to reduce the number of major crashes related to impairment by 10% between the years of 2012-2016. Reducing incidents of impaired driving is an integral step toward GHSP's overall goal of "Toward Zero Deaths".

In January 2012, NHTSA conducted an Impaired Driving Assessment in Vermont. Some of the provided recommendations are now being implemented and the process will continue into FFY 2014.

Vermont has participated in CIOT since 2002. Members of state, county, and local police departments conduct High Visibility Enforcement (HVE) patrols throughout the state in designated task forces. The operational deployment of these resources is managed by the GHSP's Law Enforcement Liaison (LEL). A second LEL was contracted during the later stages of FFY 2013. This additional LEL will allow for the expansion and management of other occupant protection and impaired driving task force activity. In particular, resources will be focused on the three lowest belt use areas of the state. Those parts of the state, Franklin County, the Northeast Kingdom, and the Connecticut River Valley, will see increased education, outreach, and enforcement to increase compliance with the state's occupant protection laws. Although Vermont's seat belt use rate is 84.2% (2012 Seat Belt Survey), it has not been significantly increased during the recent past. Major crashes involving the lack of occupant protection use have declined significantly with a 15% decrease for the 5-year rolling average since 2004 (2013 SHSP). The goal of GHSP's Occupant Protection Plan is to reduce the number of major crashes involving unprotected occupants by 10% between the years of 2012-2016. The reduction of major crashes involving improperly restrained occupants can be achieved by employing a number of strategies, such as: (1) Raise awareness of the importance of safety belts; (2) Increase enforcement of and strengthen safety belt laws in Vermont; (3) Increase proper use and installation of child safety restraints; (4) Implement programs for

consistent education for stakeholders; and (5) Continue education and outreach for bicycle/motorcycle users.

The Vermont Department of Health (VDH) will begin their first full year as subgrantees, providing Child Passenger Safety (CPS) services, via fitting stations, capable of servicing each Vermont community. In addition, the already established network of Emergency Medical Technicians (EMTs), a number of them CPS Technicians, enables community accessible services in a structured, standard format. VDH also plans and implements required CPS technician training as well as updates and other formal and informal education.

GHSP media strategies will continue to be designed to reach the segments of the population who continue to engage in unsafe driving behavior. The media messaging is fashioned to deliver a stronger more direct form of message and to amplify the chances of being seriously injured or killed in a crash when not properly restrained. All aspects of the media plan are designed to reflect this particular audience. Television, radio, and social media efforts accurately characterize the targeted audience and emphasize the extreme consequences of not wearing a seat belt or being otherwise improperly restrained. Social media delivery of safety messaging is particularly effective to that portion of the population who does not read printed media, or may not have access to television broadcasts.

In addition to the contracted media provider, GHSP has engaged a sports messaging firm. This additional media contractor will deliver anti-DUI messaging at live sporting events held within the state. These messages reach the portion of the driving public identified as likely to be risk takers. Prime locations, such as racing events, college sports, and professional sporting venues, provide captive audiences for delivery of these impaired driving messages. Sports celebrities are also utilized to engage the attendees as role models for safe driving practices.

GHSP supports the Department of Corrections DUI Impact Panel which has been effective in past years, reducing recidivism. The preliminary recidivism data for 2008-2011 indicates a recidivism rate of 28%. The program uses self-reported data from offenders to gauge changing attitudes toward poor judgment and the life altering consequences of driving while impaired.

Similar to the nationwide statistics, speed remains a contributing factor in approximately 30% of the fatal crashes that occur in Vermont. Although the historical trend shows a steady reduction in these major crashes over the 5-year rolling average since 2004, the most recent 5-year period of 2007 to 2011 reveals that speeding and aggressive driving account for 35% of the fatal crashes in Vermont (SHSP 2013). Crashes due to speeding and aggressive driving result in a higher percentage of more severe injury crashes. GHSP will continue working with VTrans and other partners to: (1) Improve the education of drivers as it relates to speeding and aggressive driving; (2) Improve public understanding of and adherence to speed limits; and (3) Advance the use of infrastructure techniques and technology to manage speeds. The GHSP LELs will conduct a "Speed Management Workshop" during FFY 2014, to provide education and training to the many diversified partners who can contribute to the proper management of speeding at the local, community level.

Although speed is a local problem, GHSP also addresses it with statewide strategies. Speed enforcement is part of all national and state enforcement campaigns. State, county, and local LEAs deliver sustained speed enforcement throughout the state on a yearlong basis. In calendar year 2012, speed was listed as a contributing factor in 21 of Vermont's 77 total fatalities. This number is up slightly from 20 speed related fatalities in 2011, and seems to remain a consistent contributing factor in the number of roadway fatalities in the state.

GHSP will continue to work with state, county, and local LEAs to educate and enforce safe speed in local communities across the state. Vermont Agency of Transportation (VTrans) will continue to promote reduced speeds by placing Variable Message Boards (VMB) in locations known to experience speed related crashes. The GHSP LELs will use earned media and public outreach to deliver education relating to the dangers of excessive speed.

GHSP staff and LELs participate in community level “Regional Traffic Safety Forums”. In FFY 2013, three of these forums were held in communities in rural Vermont. Speed management and community participation in reducing speeding issues is part of the general protocol and local participants are encouraged to participate. The goal of Vermont’s speed management strategies is to reduce the number of major crashes involving speeding and/or aggressive driving by 20% between the years of 2012-2016.

The GHSP staff remains vigilant for issues related to pedestrian and bicycle safety. GHSP’s membership in VHSA provides direct access to these partners on a regular basis. The Alliance provides a convenient forum for helpful dialogue and the exchange of information, ideas, and strategies. GHSP provides funding to groups engaged in these particular safety issues.

Distracted driving is generally described as any activity, whether visual, manual, or cognitive, that could divert a person’s attention away from the primary task of driving. The Vermont uniform crash report breaks these down into the sub categories of inattention and distracted. While a 5% reduction in distracted driving major crashes has been tracked since 2004, these crashes consistently continue to account for 24% of major crashes on Vermont highways. As portable technology becomes increasingly popular, attention to this emphasis area needs to be heightened to better understand the correlation between technology use, distracted driving, and major crashes (2013, SHSP). Vermont’s goal in this category of Distracted Driving is: To reduce the number of major crashes related to distracted and inattentive drivers by 10% between the years of 2012-2016. Strategies that will continue to be utilized in FFY 2013 are: (1) Increase driver awareness of dangers associated with distracted driving; (2) Enhance effectiveness/awareness of safety rest stops; and (3) Continue to research statistics, trends, and legislation related to distracted driving.

The education of young drivers is a continued element of traffic safety that’s supported via GHSP with federal funds. The Youth Safety Council of Vermont was formed in 2005 to promote youth safety programs, education initiatives, and studies relating to young drivers. Young drivers are defined as a driver less than or equal to 21 years of age. According to the 2010 Vermont Census data, approximately 10% of Vermonters are between the ages of 15 and 21 and could potentially have their driver’s permit or license. This is over 62,500 relatively new and young drivers who may be driving on the Vermont roads on a daily basis. While only 10% of our drivers are within this age group, this age group represents almost 20% of all total fatal and incapacitating injury crashes statewide. Vermont has made significant strides in improving young driver safety since 2004 with a 23% reduction in young driver major crashes (2013, SHSP).

The Youth Safety Council conducts a vibrant Distracted Driving program designed especially for high school age teens. The program is conducted at local high schools and requires students to navigate a structured track while operating a golf cart. Through these exercises, students learn what the impact of texting while driving has on their ability to safely complete the designated course.

State, county, and local LEAs also engage in education and training for younger drivers. All four of the “four E’s” (Enforcement, Education, Engineering, and Emergency Medical Services), work collectively on younger driver programs within the VHSA focus groups structure.

The Vermont Department of Health has developed a training program, utilizing a simulator –based curriculum focused on impaired and distracted driving with an emphasis on good judgment and the consequences of engaging in risky decision-making.

It should be noted, the Vermont Department of Motor Vehicles is proactively engaged in educating younger drivers. In December 2011, NHTSA conducted a Driver’s Education assessment in Vermont. Recommendations from that assessment continue to be incorporated into the overall state, younger driver education programs. The implementation of those recommendations will continue into FFY 2014.

Vermont’s projected goal in this area of younger drivers is to reduce the number of major crashes involving young drivers by 20% between the years of 2012-2016. The strategies to achieve this goal includes: (1) Strengthen the Vermont graduated driver licensing (GDL) law for young drivers; (2) Improve initial driver education and advanced skill training; (3) Provide resources and training opportunities to parents of young drivers; and (4) Continue to research statistics, trends, and legislation for young drivers.

GHSP’s partnership with the American Association of Retired Persons (AARP) is enhanced through mutual participation in VHSA. AARP provides training for aging seniors who may need to adjust or modify their driving techniques and habits. An older driver is defined as a driver who is 65 years of age or older. According to the 2010 Vermont census figures, approximately 15% of Vermonters (almost 94,000) are of the age 65 or older. As the population ages, there will be an increase in the number of older drivers and potentially an increase in older driver crashes. It has been projected by the US Census Bureau that by the year 2030 the population of Vermont residents of, or over, the age of 65 years will be approximately 24%. Older driver crashes currently account for 27% of all fatal crashes in Vermont. Due to the projected significant increase in this age group in coming years, it is important to be proactive at addressing potential safety countermeasures for this population (2013 SHSP). Vermont’s goal for older drivers is to reduce the number of major crashes involving older drivers by 5% between the years of 2012-2016. GHSP will: (1) Increase education and outreach to older drivers; (2) Continue to research statistics, trends, and legislation for older drivers; and (3) Continue to develop data which may assist in developing further strategies or detecting emerging trends.

The number of motorcycle registrations in Vermont has increased steadily by 54% over the past decade. As the number of motorcycles on the highways increase, everyone’s awareness and education about motorcycle safety must be improved to continue a downward trend in crashes. Major crashes involving motorcycles currently represent approximately 14% of the total major crashes in Vermont. Of the total number of motorcycle crashes, approximately 3% result in a fatality and 20% result in an incapacitating injury (2013 SHSP).

The Motorcycle Rider Education Program provides basic license endorsement and advanced rider levels at several training sites across the state. The program is coordinated by an employee of the Department of Motor Vehicles (DMV). GHSP provides funding to assist with equipment purchases necessary to conduct trainings, as well as support for various motorcycle rider safety messages. In addition to encouraging LEAs participation in motorcycle safety, GHSP will continue to support the process through the following strategies: (1) Funding support for the Vermont DMV Rider Education Program; and (2) Funding support for Vermont Motorcycle Awareness Program.

Project “RoadSafe” focuses on the reduction of workplace vehicle crashes. Their mission is to create safer workplaces for Vermont businesses. The project collects, analyzes, and maintains a database of workplace crashes and other safety related data. Education relating to seat belt use in the workplace reduces the number of incidents occurring within the employment environment. There is a monthly newspaper which provides employers and employees with pertinent safety information.

Work zone safety remains a consistent area of potential issues. Vermont's roadways are still recovering from Tropical Storm Irene (August 2011). Continuous maintenance, repair, and update projects provide for daily construction on the primary and secondary roadways throughout the state. GHSP will provide support for work zone safety training and work with VTrans to deliver these workshops as efficiently as possible.

Potential grantees who apply for non-law enforcement grants are required to attend a grant workshop session. These sessions are in the same workshop format as for law enforcement, but focus on the development of potential subgrantees who provide a variety of important educational functions.

This field of applicants is also required to provide data based problem identification, but their processes are formatted within "logic models". This format describes: inputs, processes, measurements, outputs and short/long term goals, outcomes, and objectives. This exercise provides the applicant with a clear understanding of the methodology required to create the steps necessary to design a successful application.

A GHSP staff member is currently the co-chairperson of the Vermont Traffic Records Coordinating Committee. The committee continues to work with information, data, technology, and science to produce more timely, accurate and useful data sets and informational programs. During the summer of 2013, the Vermont State Police selected a data analyst. The position had been vacant for more than a year. Once fully transitioned, this analyst will be an important resource in the development and understanding of pertinent traffic safety data. During the period without an analyst, GHSP relied on VTrans analysts and in-house developed data.

The GHSP staff looks forward to FFY 2014 and the continued relationship with NHTSA and the program's other national, state, and local partners. The program continues to incorporate new and better ways of delivering traffic safety support to the citizens of Vermont. The expansion of the DUI Treatment Court and the addition of the second LEL and a JOL, will enhance the program's tools to reduce crashes, save lives and make Vermont a safer place to live, work, and visit.



## Grant Funding Process

Each year the GHSP staff engages in the solicitation of potential sub-grantees.

- The GHSP staff contact current sub-grantees and publish notices requesting proposals for grant funding.
- Regional grant development workshops are held in locations throughout the state.
- Every subgrantee is required to send a representative, preferably the individual who will be managing the grant for the agency to one of the workshops.
- A deadline for submission of grant applications is set. All potential subgrantees are aware of the date of the deadline.
- The GHSP Program Coordinators and the contracted Law Enforcement Liaisons (GHSP Grants Review Committee) are provided with copies of each application submitted.
- The GHSP Review Committee reviews each application during the allotted two week period.
- The GHSP Review Committee meets and collectively reviews, assesses and scores each of the grant applications. The evaluation process considers: the size of the agency; the resources available to successfully accomplish the described goals; recent participation in national enforcement events; participation in the Vermont Law Enforcement Challenge and prior history of accuracy and timeliness of reporting.
- The Law Enforcement Grants Review Committee (LEGRC) consists of: two chiefs; two sheriffs; two Vermont State Police lieutenants and the Director of the Department of Motor Vehicles, Commercial Vehicle and Safety Unit. Each member of the LEGRC is provided with a copy of each application and given approximately two weeks to review the contents.
- The LEGRC meets collectively with GHSP staff and the two groups discuss the individual grant proposals and agree on recommendations for funding.
- The potential subgrantees are tentatively notified regarding the degree of funding. Agencies are reminded that funding is contingent on the amount of federal funding awarded to the state.

## Planning Calendar

Month	Activity
January	<ul style="list-style-type: none"> <li>• Debrief the previous year’s program results with staff and review the NHTSA Regional Office Priority Letter to help set state goals</li> <li>• Conduct problem identification process including review of State traffic crash data, annual attitudes survey results, and other related data sources</li> <li>• Host an annual internal planning session to guide funding distribution and overall direction of the traffic safety program</li> </ul>
February	<ul style="list-style-type: none"> <li>• Convene program area sessions to assist with creating specific goals, strategies, and performance measures within each program area</li> <li>• Request input from partner agencies and stakeholders on program area direction and potential strategies</li> </ul>
April-May	<ul style="list-style-type: none"> <li>• Draft the HSP Performance Plan and HSP for internal review</li> <li>• Review draft HSP with department officials and other appropriate local, state, and federal officials</li> <li>• Develop GHSP in-house project proposals; receive proposals from State and local applicants</li> <li>• Begin initial draft of Section 405 application (National Priority Safety Program)</li> <li>• Invite GHSP Grant Advisory Review Team to review law enforcement and community education project proposals</li> </ul>
June	<ul style="list-style-type: none"> <li>• Review project proposals and make selections</li> <li>• Submit draft HSP for NHTSA review and comment</li> <li>• Conduct GHSP final internal review of HSP for compliance with Federal requirements, completeness, and accuracy</li> <li>• Submit HSP for concurrence by Grant Management Unit and the State Police.</li> <li>• Secure approval of DPS Commissioner</li> <li>• Finalize HSP and Section 405 budgets</li> <li>• Secure certifications and supporting documentation for all Section 405 emphasis program areas</li> </ul>
July 1	<ul style="list-style-type: none"> <li>• Submit the final HSP to NHTSA Regional Office (<a href="mailto:NHTSAgrants@dot.gov">NHTSAgrants@dot.gov</a>) for approval</li> <li>• Conduct discussions with NHTSA regarding comments, conditions, and approval deferrals for HSP and Section 405 application</li> <li>• Submit additional supporting documentation as necessary to meet HSP and Section 405 requirements</li> <li>• NHTSA offers preliminary indication of approvals and recommendations to be included in HSP approval letter</li> </ul>
August-September	<ul style="list-style-type: none"> <li>• Receive NHTSA approval letter</li> <li>• Notify successful applicants and develop final subgrant agreements</li> <li>• Obtain approval for subgrants and contracts from the appropriate department officials</li> <li>• Submit GHSP in-house subgrants for department approval</li> </ul>

Month	Activity
October	<ul style="list-style-type: none"> <li>• Execute grants, contracts, and MOUs as of October 1 or date signed</li> <li>• Distribute Excel workbooks for tracking activity, voucher reporting, and progress reports for both law enforcement and community education grants</li> <li>• Obligate funds to GTS and State accounting system (VISION)</li> <li>• Establish monitoring, technical assistance, and training schedules</li> <li>• Monitor receipt of progress reports, final reports, and claims from prior year subgrantees. Review and approve for final processing in collaboration with the Grant Management Unit</li> </ul>
November	<ul style="list-style-type: none"> <li>• Begin preparation of annual report for previous fiscal year</li> <li>• Follow up with subgrantees who have missed October 30 deadline for reports and final claims</li> </ul>
December 31	<ul style="list-style-type: none"> <li>• Closeout fiscal year and prepare final cost summary</li> <li>• Submit annual report to NHTSA Regional Office</li> <li>• Send final closeout letter to each subgrantee confirming work completed and funds expended (subgrantees have 10 days to respond)</li> </ul>

## Planning Processes and Data

The State of Vermont, Governor’s Highway Safety Program (GHSP) began the planning for the FFY 2014 Highway Safety Plan (HSP) by understanding the importance of harmonizing the HSP with the state’s Strategic Highway Safety Plan (SHSP). The SHSP, originally created in 2005, experienced its first update and modifications during Federal Fiscal Year 2013 (FFY 2013).

During the past year, federal, state, and local partnerships have been strengthened with the creation of the Vermont Highway Safety Alliance (VHSA). VHSA combines collaborative resources from each of the “4Es” of traffic safety: Enforcement, Education, Engineering, and Emergency Medical Response.

VHSA brought these partners together to focus on traffic safety priorities within the state of Vermont. The updating of the original SHSP was aggressively undertaken by the many contributing partners. To accurately evaluate the state’s Critical Emphasis Areas (CEAs), VHSA contracted with the firm of, Vanasse Hangen Brustlin, Inc. (VHB), a company with more than 25 years of transportation, engineering, and operation experience. VHB developed data, working in conjunction with the state’s (FARS) analyst, Vermont Agency of Transportation data analysts, and members of the GHSP Staff. In addition VHB collated data provided by many federal, state, and local partners. These contributing partners include:

- AAA of Northern New England
- Federal Highway Administration
- Federal Motor Carrier Administration
- National Highway Traffic Safety Administration
- Vermont Association of Chiefs of Police (and member departments)
- Vermont Agency of Transportation (VTrans)
- Vermont Bicycle and Pedestrian Coalition
- Vermont Department of Education
- Vermont Department of Health (VDH)
- Vermont Department of Liquor Control (DLC)
- Vermont Department of Motor Vehicles (DMV)

- Vermont Department of Public Safety, Governor’s Highway Safety Program
- Vermont Department of Tourism and Marketing
- Vermont Judicial System
- Vermont League of Cities and Towns
- Vermont Local Roads
- Vermont Sheriffs Association (and member departments)
- Vermont State Police (VSP)
- Vermont Truck and Bus Association (and member departments)
- Youth Safety Council of Vermont

All of the available pertinent data was reviewed and assessed to determine effective and efficient programmatic priorities. The VHSA members worked collaboratively on the development of a consolidated Strategic Highway Safety Plan (SHSP). The intent of the consolidated plan is to merge the work efforts of individual organizations under one umbrella to best utilize and share resources in a deeply focused fashion. This consolidation process advances the uniformity of highway safety strategies within Vermont. Continued progress is currently being achieved. The intent is to synchronize all of the following documents with consistent data, information, and shared resources:

- Governor’s Highway Safety Program (GHSP)
- Highway Safety Improvement Program (HSIP)
- Vermont State Police Strategic Plan
- Department of Motor Vehicles (DMV) Strategic Plan
- Motor Carrier Safety Assistance Program Commercial Vehicle Safety Plan

SHSP document consolidation will take place during FFY 2014 and all should be fully merged by the start of FFY 2015. Combining existing resources and reducing unnecessary duplication of data and information will conserve resources. This economy of effort will permit redeployment of these resources to issues now labeled Significant Emphasis Areas or Special Emphasis Areas (SEA).

The consolidation of the various stand-alone documents into the SHSP will provide useful resources for one stop shopping for information relating to all aspects of traffic safety. Combined agency input will produce a state-wide view of coordinated highway safety programs. Organization and unification of data will provide a convenient apparatus promoting multi-agency cooperation for the solution of common issues.

Vermont is the second least populated state, population 626,000, with only Wyoming having fewer people, 576,000 (U.S. 2010 census). Major crashes, more abundant in frequency than fatalities, have the most severe impact on the state as their effects are far reaching and include the loss of human life. Measuring major crashes provides a clearer overall understanding of crash data and the relationship to existing priorities or emerging trends.

The process used by the VHSA and Focus Groups is based on a data driven approach to identifying and prioritizing the Critical Emphasis Areas (CEAs) for the SHSP. One of the working Focus Groups is the “Data Team”. To assist in the effort of selecting CEAs, a detailed crash evaluation was conducted for Vermont’s 2007 through 2011 crash data. This analysis examined total, major, and fatal crash trends for the seven CEAs included in the 2006 SHSP, as well as other potential new CEAs indicated by the data. In addition, a review of the twenty-

two CEAs outlined by the American Association of State Highway and Transportation Officials (AASHTO) was conducted.

As a result of this data evaluation, the VHSA Board and Focus Groups reviewed the existing data trends and prioritized the areas of greatest concern. This resulted in the selection of six of the most critical areas requiring a focused attention on our highways. The following CEAs were identified for inclusion in the SHSP:

- 1) Improve Infrastructure
  - a) Minimize Lane Departure
  - b) Improve the Design and Operations of Highway Intersections
- 2) Age Appropriate Solutions
  - a) Improve Young Driver Safety
  - b) Improve Older Driver Safety
- 3) Curb Speeding and Aggressive Driving
- 4) Increase Use of Occupant Protection (safety belts, child passenger restraints, and helmets)
- 5) Reduce Impaired Driving
- 6) Curb Distracted Driving and Keep Drivers Alert

A comprehensive description of the selected CEAs is listed on page 20 of this document under the category “Critical Emphasis Areas (CEA) and Strategy Matrix”. Also included in that section are the selected strategies for each of the selected CEAs.

In addition to the strategies listed in the “Critical Emphasis Areas (CEAs) and Strategy Matrix”, additional supporting strategies are incorporated into specific programmatic sections of the FFY 2014 HSP. A number of these strategies have been selected from the NHTSA publication, *Countermeasures That Work*. (Seventh Edition, 2013). These strategies are generally comprised of proven tactics primarily connected with high visibility enforcement (HVE) efforts conducted in locations and at times dictated by data research. HVE deployments supported by periodic integrated enforcement, DUI/Occupant Protection checkpoints and saturation patrols are tactics recommended in *Countermeasures That Work*. Vermont has employed these types of tactics, with success, in the past and will continue to explore tactical science and technology to improve effectiveness.

Data Driven Approaches to Crime and Traffic Safety (DDACTS) strategies have been adopted by the Vermont State Police and are currently in use statewide. DDACTS currently exists, to some degree, in a number of towns and cities in the state. GHSP continues to support the DDACTS philosophy and will provide technical assistance to any community which chooses to implement this strategy.

The GHSP grant application process requires all of their subgrantees to provide measurement mechanisms within their grant application package. Law enforcement subgrantees are required to detail a measurement process to determine outputs, outcomes and projected goals for their particular projects. The DUI grantees are required to set realistic performance goals, achievable through enforcement activities and education. These goals include the reduction of impaired driving crashes and related fatalities. In addition agency goals for increasing DUI arrest productivity are also valuable measurable outputs, when correlated with the reduction of these types of crashes.

Agencies applying for occupant protection grants must create strategies that will strengthen their programs. Basically, agencies are required to deploy strategies to promote seatbelt use and reduce unrestrained crashes.

Occupant protection enforcement activities which are related to the issuance of seatbelt and child passenger safety citations are output measurements which are useful to determine progress when increasing the seat belt use rate by a certain percentage is the stated goal.

Entities applying for educational grants must submit project models within their grant application packages. The project models contain progress measurement tactics and projected outcomes. The project models can create projected outcomes which measure a programs progress toward achievable outcomes. In some cases outcomes may be projected in terms of “the number of trainings provided” or “the number of CPS Checkpoint events staged” or similar predetermine objective goals.

GHSP staff carefully monitors both enforcement and educational grants to determine if the subgrantees are on pace to achieve projected goals.

## **Introduction to Vermont**

Vermont is located in the New England region of the northeastern United States. Vermont is the sixth least extensive, land size consisting of 9,620 square miles and the second least populous of the 50 states with 626,011 inhabitants (2012 estimate, U.S. Census). It is the only New England state not bordering the Atlantic Ocean. The Green Mountains are a prominent geographical feature within the state. Other bordering states include Massachusetts to the south, New Hampshire to the east, and Lake Champlain forms half of Vermont’s western border which it shares with New York State. The northern Vermont border forms a portion of the international border with Canada.

The Vermont region was explored and claimed for France by Samuel de Champlain in 1609, and the first French settlement was established at Fort Sainte Anne in 1666. The first English settlers moved into the area in 1724 and built Fort Dummer on the site of present-day Brattleboro. England gained control of the area in 1763 after the French and Indian Wars. Following the conclusion of the American Revolution, Vermont entered the Union in 1791, as America’s fourteenth state. Scholars have pointed out that to use grammatically correct French, the name should be “Les Monts Verts” (the green mountains). But that’s awkward, whereas "Vermont" is easy to say and has a pleasant sound, and Vermont it has remained.

Vermont leads the nation in the production of monument granite, marble, and maple products. It is also a leader in the production of talc. Vermont's rugged, rocky terrain discourages extensive agricultural farming, but is well suited to raising fruit trees and to dairy farming. Principal industrial products include electrical equipment, fabricated metal products, printing and publishing, and paper and allied products.

Tourism is a major industry in Vermont. Vermont's many famous ski areas include Stowe, Killington, Mt. Snow, Okemo, Jay Peak, and Sugarbush. Hunting and fishing also attract many visitors to Vermont each year. Among the many points of interest are the Green Mountain National Forest, Bennington Battle Monument, the Calvin Coolidge Homestead at Plymouth, and the Marble Exhibit in Proctor.

Vermont’s population is distributed asymmetrically across fourteen counties and the state is most accurately characterized as rural with a vibrant agricultural back setting. The largest city is Burlington (population, 42,417) located on Lake Champlain. The state capital is Montpelier (population, 7,855) which is located in the middle of the state. The state’s overall population density is 65.8 per square mile. There are 255 political units or "places" within the state. Of these, nine are incorporated as cities, and considered municipalities independent of the surrounding town(s) and county(s). Six of Vermont's 14 counties have at least one city within its borders. The smallest of these nine cities is Vergennes (population 2,588).

The 2010 US census lists Vermont's median household income is \$51,241; the poverty rate is listed at 11.1%; and the median age is 41.5 years, with the population almost equally divided between female (50.7%) and male (49.3%).

The state's Department of Motor Vehicles provides the following 2012 information relating to vehicles and their operators: The total number of passengers (also known as "pleasure" registrations) is 416,236; 144,917 trucks are registered as well as 44,296 motorcycles. There is a total of 433,742 junior/senior operator permits (driver's licenses), in addition to 19,451 learner's permits. 268,361 operator's licenses are issued to females, while 265,381 are assigned to males.

Briefly stated, there is a total of 14,146 total miles of roads in the state. The Vermont Agency of Transportation categorizes the state's roads into 391 total city miles and 13,756 total non-city miles. There are two interstates within Vermont. Interstate 89 (abbreviated I-89) is an interstate highway in the New England region of the United States traveling between Bow, New Hampshire and Highgate Springs, Vermont, covering about 129 miles. As with all odd-numbered primary interstates, I-89 is signed as a north-south highway. However, the northwest-to-southeast path the road actually takes serves in two capacities: as an east-west interstate highway north of Interstate 90 in New England, and as a substantial part of the main connection between the major cities of Montreal and Boston. The largest cities directly served by I-89 are Concord, New Hampshire and Burlington, Vermont. I-89 is one of three main interstate highways whose entire route is located within the New England states, along with Interstate 91 and Interstate 93. The second interstate traveling through Vermont is Interstate 91 (abbreviated I-91), I-91 runs along the eastern border of Vermont and serves as a major transportation corridor for eastern Vermont and western New Hampshire. Many exits along Vermont's length of I-91 feature New Hampshire towns on the guide signs (for example, Exit 3, which lists Brattleboro and "Keene, NH", as the points of access). I-91 length within Vermont is 177 miles (285 km), and has two lanes in each direction the entire way from the Massachusetts border at Guilford to Derby Line at the Canadian border (nearly two-thirds of I-91's length) with 29 Vermont interchanges. The highway's rural character and long distances between exits in Vermont are in stark contrast to its south, where exits are more frequent and the road carries four lanes of traffic in each direction at some points.

Currently, there are nine daily newspapers published in Vermont. In addition, a number of other newspapers are published on a weekly or twice weekly schedule. Electronic media consists of ten television stations serving Vermont's most populated areas, with cable/satellite service available in some rural sections of the state. A significant number of radio outlets are broadcast in both AM and FM formats. Social media, internet service, and other cyber related communication provide additional informational outlets and opportunities.

"If you don't like the weather, wait a few minutes." This old Vermont expression describes the typical weather found in Vermont. The average annual temperature for the city of Montpelier (central Vermont) is a high of 54 degrees and a low of 33 degrees. The amount of snowfall fluctuates from year to year and can vary significantly in different areas and altitudes.

Winter generally begins sometime in late November, although snow has been known to fall sometimes as early as Halloween. The snow will typically last through March and sometimes on into April and May. Snow, sleet, ice, freezing rain, fog, and high winds can pose serious driving hazards and can create a severe impact on law enforcement's ability to quickly respond to weather related traffic incidents. Burlington, Vermont's largest city averages about 73 inches of snow a year. Considerably more snow accumulates at higher locations in the mountains.

Springtime is also sometimes affectionately known as "Mud Season" due to all the melting snow and generally lasts for a couple of weeks. Summer is short and the two warmest months are usually July and August.

Fall Foliage season begins around Labor Day and ends around Columbus Day. During this season, the weather begins to cool as the leaves across the state turn bright shades of yellow, orange, and red and leaf-peeping tourists flock to view the spectacular vistas. Current development and expansion in the state's northeast section (also known as the Northeast Kingdom) has begun. This will create an increase in regional population and a variety of growth, improvement, and an additional influx of tourists, skiers, vacationers, sightseers, and other visitors to the Green Mountain State. The GHSP staff and other traffic safety partners will monitor these developments and determine the impact it will have on traffic safety issues in that part of the state.

## **Problem Identification and Data Used**

Vermont uses two sources for crash data. The Fatality Analysis Reporting System (FARS) which is funded through GHSP and currently housed in the Vermont Agency of Transportation (VTrans). The most current available FARS data is for calendar year 2011. The GHSP staff understands the value and accuracy of FARS data, but also uses data generated by the VTrans, in-house data analyst. The availability of this second category of data sets, is more timely and of extreme value in the deployment of resources to quickly emerging trends. A dedicated data analyst will be available to the state's Department of Public Safety by the close of Federal Fiscal Year 2013.

The GHSP staff incorporates both data opportunities during the problem identification process for the development of the Highway Safety Plan. During recent years, both sets of data indicate the state's traffic safety priorities are compatible with those national trends supported by the National Highway Traffic Administration (NHTSA). Vermont's process of identifying these priority issues is the basis for the selection of countermeasures and strategies used to address them. Geo-mapping, crash tracking, and enforcement activities are some of the primary measuring devices used to identify and classify traffic safety trends.

In addition, GHSP staff solicits and receives applicable data from other traffic safety groups. These data and information sources include, but are not limited to: The Department of Motor Vehicles; The Department of Health; The Judicial System; The Chiefs and Sheriffs Association; The League of Cities and Towns; The Vermont State Police; The Department of Corrections; The Vermont Truck and Bus Association; AAA of Northern New England; Regional Planning Commissions; The Bicycle and Pedestrian Coalition; The Department of Liquor Control; The Department of Education; The Youth Safety Council of Vermont; Vermont Local Roads; AARP Driver Safety; and WorkSafe TCI . In addition, Vermont incorporates data from the federal partners: National Highway Traffic Safety Administration (NHTSA); Federal Highways Administration (FHWA) and Federal Motor Carrier Administration (FMCA). Collating this data provides a basis for the development of problem identification and the selection of aggressive but achievable goals and outcomes.

Vermont contracts with Norwich University to conduct the annual seat belt use survey.

GHSP contracts with an outside concern to conduct periodic attitude surveys. These are related to driving habits, safety concerns, and other traffic safety related issues.

Employing this continual data analysis, the GHSP staff selects priority issues which have the greatest impact on communities statewide. Currently, the priority issues addressed in the FFY 2014 HSP are: Occupant Protection; Impaired Driving (alcohol and other drugs); Speed Management; Distracted Driving; Pedestrian and Bicycle Safety; Motorcycle Safety; Emergency Medical Services; and Traffic Records. These priorities match those selected in the recently updated Strategic Highway Safety Plan (SHSP).



Identifying these primary issues leads the GHSP staff to the process of developing countermeasures and strategies designed to reach the selected goals and outcomes. The staff utilizes NHTSA's publication *Countermeasures That Work* (2013, Seventh Edition) during the construction of strategies that have a history of effectiveness and efficiency. The selected strategies may employ elements from one or more of the 4 "E's" of traffic Safety (Enforcement, Education, Engineering, and Emergency Medical Response). These suggested countermeasures may be adjusted, amended, or otherwise modified to suit the demographics of a rural state, such as Vermont. Countermeasures are selected by evaluating which particular strategy or combinations of tactics provide the most positive impact statewide. Vermont has selected a number of countermeasures to address the state's priority issues. These countermeasures are more broadly defined in the applicable sections of this document relating to the specified priorities.

Occasionally, new previously unmeasured or undetected traffic safety issues become significant. In the recent past, Distracted Driving is an example of this type of new problem. The national and local traffic safety communities responded to the review of crash data with a series of NHTSA sponsored pilots to develop sound and responsive strategies. Careful analysis of data provided the springboard for the success of these countermeasures. The GHSP staff is vigilant to detect and address emerging trends and issues affecting the level of traffic safety within the state.

## Critical Emphasis Areas (CEA) and Strategy Matrix

Table 1. Vermont Strategic Highway Safety Plan (updated 2013)

The Vermont Strategic Highway Safety Plan (SHSP) was originally created in 2005. In 2013, the first updating of the SHSP was undertaken by the Vermont Strategic Highway Alliance (VHSA) membership. The following are the six Critical Emphasis Areas (CEAs); four Significant Emphasis Areas and two Special Emphasis Areas. Vermont’s FFY 2014 Highway Safety Plan coordinates the efforts of the Governor’s Highway Safety Program and is in harmony with the 2013 updated SHSP.

### Critical Emphasis Areas

<b>CEA 1: Improve Infrastructure</b>	
(1A) Minimize Lane Departure	
Strategies	1. Continue programs to implement low cost safety improvements on all public highways
	2. Improve highway delineation
	3. Support municipalities in mitigating high crash locations within their jurisdiction by providing data, countermeasure alternatives, and resources to implement improvements
(1B) Improve Design & Operation of Highway Intersections	
	1. Improve traffic signal operation
	2. Improve driver compliance at highway intersections
	3. Implement physical changes on the approaches to and at intersections
	4. Support municipalities in mitigating high crash locations within their jurisdiction
	5. Increase awareness and safety of bicyclists and pedestrians at intersections

<b>CEA 2: Age Appropriate Solutions</b>	
(2A) Improve Younger Driver Safety	
Strategies	1. Strengthen the Vermont graduated driver licensing (GDL) law for young drivers
	2. Improve initial driver education and advanced skill training
	3. Provide resources and training opportunities to parents of young drivers
	4. Continue to research statistics, trends, and legislation for young drivers
(2B) Improve Older Driver Safety	
	1. Increase education and outreach to older drivers
	2. Continue to research statistics, trends, and legislation for older drivers
	3. Continue improving infrastructure to meet the needs of all users

<b>CEA 3: Curb Speeding and Aggressive Driving</b>	
Strategies	1. Improve the education of drivers as it relates to speeding and aggressive driving
	2. Improve public understanding of and adherence to speed limits
	3. Advance the use of infrastructure techniques and technology to manage speeds

<b>CEA 4: Increase Use of Occupant Protection</b>	
Strategies	1. Raise awareness of the importance of safety belts
	2. Increase enforcement of and strengthen safety belt laws in Vermont
	3. Increase proper use and installation of child passenger safety restraints
	4. Implement programs for consistent education for stakeholders
	5. Continue education and outreach for bicycle/motorcycle users

<b>CEA 5: Reduce Impaired Driving</b>	
Strategies	1. Improve the public awareness and education of the dangers associated with impaired driving
	2. Promote and implement programs for consistent education for individuals and organizations charged with addressing impairment issues
	3. Increase and enforce penalties for impaired driving
	4. Continue implementing programs for impairment analysis and rehabilitation

<b>CEA 6: Curb Distracted Driving and Keep Drivers Alert</b>	
Strategies	1. Increase driver awareness of dangers associated with distracted driving
	2. Enhance effectiveness/awareness of safety rest stops
	3. Continue to research statistics, trends, and legislation related to distracted driving

## **Significant Emphasis Areas**

<b>Significant Emphasis Area 1: Increase Motorcycle Safety</b>	
Strategies	Existing motorcycle safety initiatives currently include, but are not limited to, the following:
	1. Vermont DMV Rider Education Program
	2. Vermont Motorcycle Awareness Program

<b>Significant Emphasis Area 2: Increase Safety of Vulnerable Users</b>	
Strategies	1. WalkSmart/BikeSmart Curriculum, Kohl's Kids Bike Smart Program, Safe Routes to School Program, Safe Streets Project, and Bike Commuter Workshops
	2. Safety programs from the Vermont Bike & Pedestrian Coalition including Drivers' Education Jeopardy, A Tricky Mix: Bicycles, Pedestrians, Motorists and Police and an annual Ride of Silence event
	3. Public outreach including the Bicycle Commuter's Guide, Parent's Guide to Safe Bicycling, Share the Road brochures, Bike Smart stickers, and other outreach
	4. General collaboration regarding vulnerable user safety with law enforcement, advocate groups, and driver's education instructors.

<b>Significant Emphasis Area 3: Reduce Medium/heavy Vehicle Crashes</b>	
Strategies	1. Commercial Motor Vehicle (CMV) crash reduction by conducting directed patrols based on crash analysis
	2. Passenger transportation safety-increase the number of enroute, terminal and destination inspections on motor coaches and buses
	3. Driver/Vehicle inspections, including a special focus on cross-border traffic
	4. On-site carrier reviews and audits focusing on new entrant companies and carriers with a pattern of on-road safety violations
	5. Public education and outreach by such organizations as Project RoadSafe, DMV, law enforcement, employers and others

<b>Significant Emphasis Area 4: Improve Work Zone Safety</b>	
	Existing work zone safety initiatives currently include, but are not limited to, the following:
	1. Construction work zone field reviews
	2. Work Zone Advisory Council
	3. Implementation of Federal work zone rules
	4. Detailed design reviews of traffic control plans

## **Special Emphasis Areas**

<b>Special Emphasis Area 1: Improve Vermont's Data in the Interest of Safety</b>	
	1. Improve data accessibility
	2. Improve the quality and timeliness of police reported data
	3. Improve the quality and availability of traffic violation data
	4. Improve the quality of the overall crash database
	5. Improve the completeness of highway data

**Special Emphasis Area 2: Enhance Vermont's Emergency Medical Services Capabilities**

	1. Improve the availability of emergency medical responders
	2. Improve the timeliness of EMS response and transport
	3. Assess and improve the Vermont trauma system
	4. Assess and improve the quality of clinical care provided to those injured

<b>Emphasis Area</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>
Percent of major crashes that involved young drivers	20%	14%	14%
Percent of major crashes that involved older drivers	18%	15%	17%
Percent of major crashes that involved speed and aggressive driving	30%	31%	28%
Percent of major crashes that involved impaired driving	23%	23%	23%
Percent of major crashes that involved distracted driving	3%	2.40%	2%

# Performance Targets

## Goals

### Core Outcome Measures

#### C-1) Traffic Fatalities<sup>1</sup>

GOAL: To decrease traffic fatalities by 4.0 percent from the three-year average of 67.7 in 2010 - 2012 to a three-year average of 65.0 by December 31, 2014.

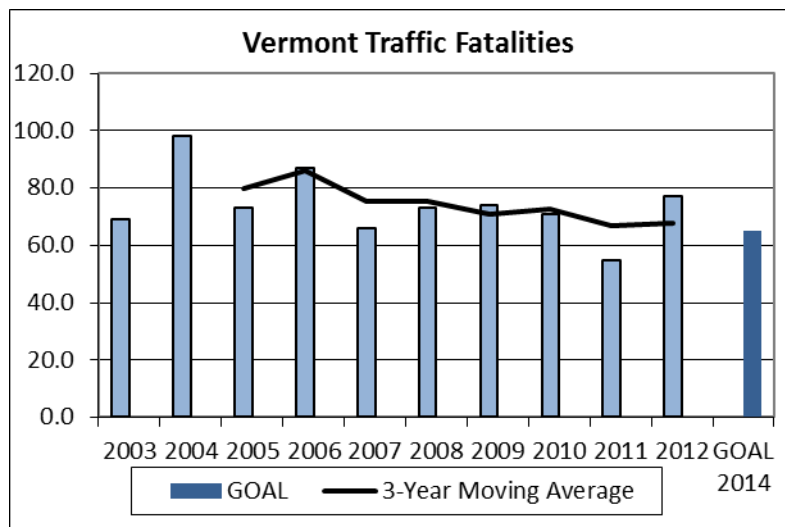
A review of Vermont data from calendar year 2012 indicates a total of 77 fatalities occurring on the states roads during 2012. Of these 77, the following contributing factors have been identified using VTrans data:

Contributing Factor	Number of Fatalities
Unrestrained	36
Alcohol Impaired	20
Speed	29
Motorcycle	11
Unhelmeted Motorcycle	2
Drivers 20 or younger	7
Pedestrians	10

The projects listed in Vermont’s 2014 Highway Safety Plan are specifically selected to achieve measurable progress in these particular areas. These projects include reducing impaired driving; increasing the level of occupant protection; promoting speed management; reducing distracted driving; education of younger drivers and pedestrian safety, In addition other programs closely related to those critical emphasis areas (CEAs); special and significant emphasis areas (SEA’s) identified in the state’s Strategic Highway Safety Plan (SHSP 2012-2016).

The three year average of Vermont traffic fatalities, in 2012 was 67.7. The projected goal for 2014 is 65.0. The latest available FARS data, supplemented by information retrieved from the State of Vermont, Agency of Transportation (VTrans) were used to develop these calculations. This goal is appropriate and based on historical trends illustrated in the following table and graph.

Year	Fatalities	3-Year Average
2003	69.0	
2004	98.0	
2005	73.0	80.0
2006	87.0	86.0
2007	66.0	75.3
2008	73.0	75.3
2009	74.0	71.0
2010	71.0	72.7
2011	55.0	66.7
2012	77.0	67.7
<b>GOAL 2014</b>		<b>65.0</b>



<sup>1</sup> The source for data through 2011 is FARS. The source for 2012 data is the Vermont AOT Crash Database.

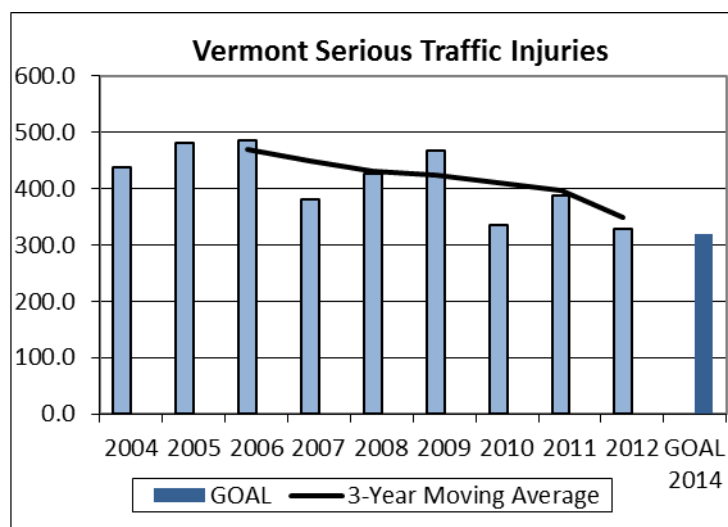
The projects identified in the FFY2014 HSP have been identified, selected and funded based on problem identification, data, proposed countermeasures, measurement metrics and projected goals/outcomes. The GHSP staff has utilized NHTSA’s publication *Countermeasures That Work*” to develop strategic processes to address each individual priority area. In addition, GHSP staff and contractors promote the use of Data Driven Approaches to Crime and Traffic Safety (DDACTS) to focus all available resources directly based on data and information.

**C-2) Serious Traffic Injuries (Vermont AOT Crash Database)<sup>2</sup>**

GOAL: To decrease serious traffic injuries 8.9 percent from the three-year average of 350.3 in 2010 - 2012 to a three-year average of 319.3 by December 31, 2014.

In order to continue the succession of yearly reductions (see the following table and graph), Vermont must continue emphasis support of partnerships developed in enforcement, engineering, education and emergency responders. The projects listed in the HSP support these partnerships and provide resources to continue the reduction in serious crashes which have been reduced by %%% during the past 10 years. The information and data described in Goal C-1, are appropriate and evidence based. Considering Vermont’s documented success and continual reduction of serious injuries the listed goal is realistic and achievable.

Year	Serious Injuries	3-Year Average
2004	439.0	
2005	481.0	
2006	487.0	469.0
2007	382.0	450.0
2008	427.0	432.0
2009	468.0	425.7
2010	335.0	410.0
2011	387.0	396.7
2012	329.0	350.3
<b>GOAL 2014</b>		<b>319.3</b>



<sup>2</sup> The source for data through 2011 is FARS. The source for 2012 data is the Vermont AOT Crash Database.

### C-3) Fatalities/VMT<sup>3</sup>

GOAL: To decrease fatalities/VMT from the 2009 – 2011 three-year average rate of 0.91 to 0.85 by December 31, 2013.

The state of Vermont will continue to rely on specific crash data to sustain the progress made in this particular goal. 2012 data indicates 63 of the state’s 77 fatalities occurred on rural roadways. As illustrated in section C-1, the primary causes of the state’s fatalities are related to operator impairment; lack of occupant restraint; speeding and distracted or inattentive driving. To appropriately address these priorities the GHSP staff proportions the allocation of federal funds directly to those issues which have the most positive statewide impact. Data and information, provided in the HSP demonstrates the appropriateness of this target which utilizes current data trends to create evidence based strategies.

In addition to funding of law enforcement subgrantees, based on overall state crash data, the 2014 HSP demonstrates a re-directed emphasis on rural roadway enforcement; nighttime seatbelt enforcement; pickup truck drivers 18-34 years of age and other primary causation factors. Public support and media outreach are projects which will be implemented to magnify enforcement efforts.

The data in the following table are provided to demonstrate recent progress and the immediate goal.

Year	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	1.10	1.19	1.00	0.99
2009	6	68	74	0.32	0.39	1.18	1.13	0.97	0.94
2010	17	54	71	0.92	0.64	1.00	1.09	0.98	0.98
2011	13	42	55					0.77	0.91
2012	14	63	77						
<b>Goal 2013</b>									<b>0.85</b>

<sup>3</sup> The source for data is FARS/FHWA with the exception of 2012 fatalities and 2011 total VMT rate which are provided by the Vermont AOT Crash Database.

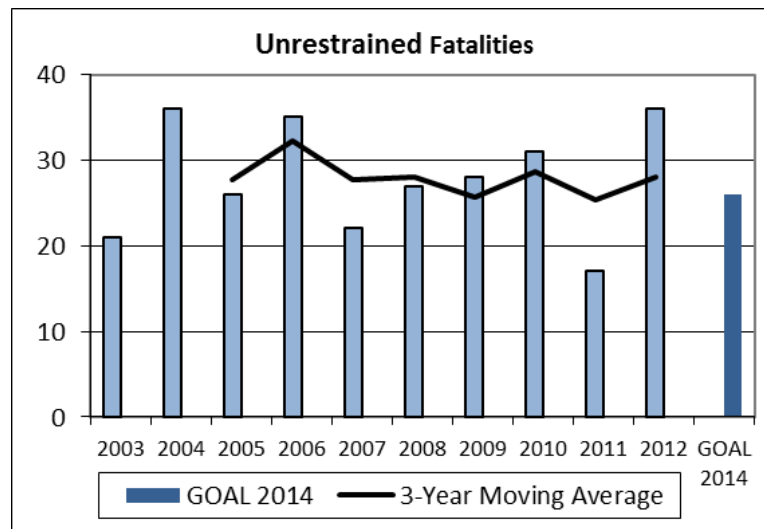


### C-4) Unrestrained Passenger Vehicle Occupant Fatalities<sup>4</sup>

GOAL: To decrease unrestrained passenger vehicle occupant fatalities 7.1 percent from the three-year average of 28.0 in 2010 - 2012 to a three-year average of 26.0 by December 31, 2014.

The HSP provides new strategies to support reaching this goal in 2014. In addition to funding night-time seatbelt use projects (see project description for data); enforcement of rural roads (three lowest seatbelt use areas are in rural counties); and focusing on male, pickup truck drivers, 18-34 years of age (see project description for data) GHSP also supports an Occupant Protection Task Force. Enforcement and education are supported by creative media outreach, designed to reach those 15% of Vermonters who are not properly restrained. Funding these projects and incorporating those strategies defined in *Countermeasures That Work* provide a direction for sustained progress in this area. The GHSP LELs will focus on those agencies that need assistance supporting GHSP “Zero Tolerance to Seatbelt Violations”.

Year	Unrestrained Fatalities	3-Year Average
2003	21	
2004	36	
2005	26	27.7
2006	35	32.3
2007	22	27.7
2008	27	28.0
2009	28	25.7
2010	31	28.7
2011	17	25.3
2012	36	28.0
<b>GOAL 2014</b>		<b>26.0</b>



<sup>4</sup> The source for data through 2011 is FARS. The source for 2012 data is the Vermont AOT Crash Database.

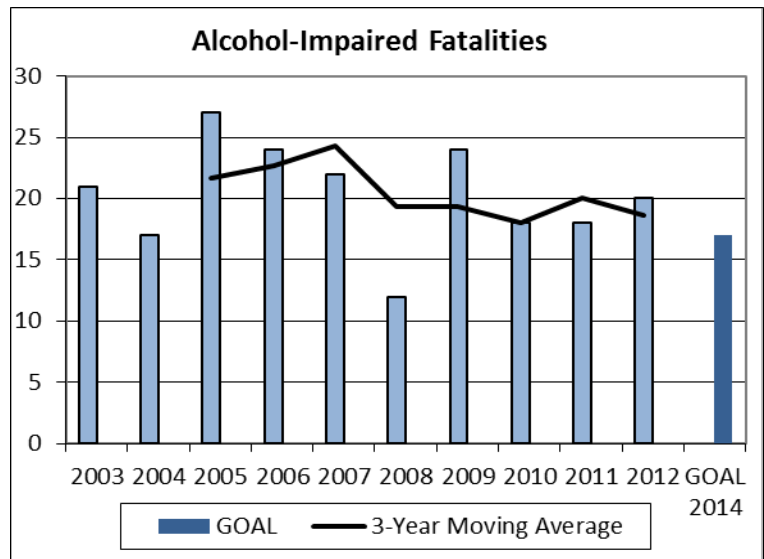
### C-5) Alcohol-Impaired Driving Fatalities<sup>5</sup>

GOAL: To decrease alcohol-impaired driving fatalities 9.2 percent from the three-year average of 18.7 in 2010 - 2012 to a three-year average of 17.0 by December 31, 2014.

Each agency funded for impaired driving is required to use GHSP data to identify those locations, days of the week and time periods, which provide the most effective and efficient use of funding. Funded enforcement is conducted only under those defined parameters. High visibility enforcement and collaborative, inter-agency operations are supported by GHSP and coordinated by the Law Enforcement Liaisons.

In addition to traditional funding of more than 50 law enforcement agencies to perform impaired driving enforcement on a regular, weekly basis, GHSP is funding the Vermont State Police to conduct a series of regional impaired driving task forces in areas which are high crash locations. These projects are further described in the HSP. To expand these impaired driving efforts, an Impaired Driving Task Force will be implemented within the Vermont Highway Safety Alliance. Vermont specific media outreach is being created by GHSP media contractor and sports venue contractor to promote these issues.

Year	Alcohol-Impaired Fatalities	3-Year Average
2003	21	
2004	17	
2005	27	21.7
2006	24	22.7
2007	22	24.3
2008	12	19.3
2009	24	19.3
2010	18	18.0
2011	18	20.0
2012	20	18.7
<b>GOAL 2014</b>		<b>17.0</b>



<sup>5</sup> The source for data through 2011 is FARS. The source for 2012 data is the Vermont AOT Crash Database.

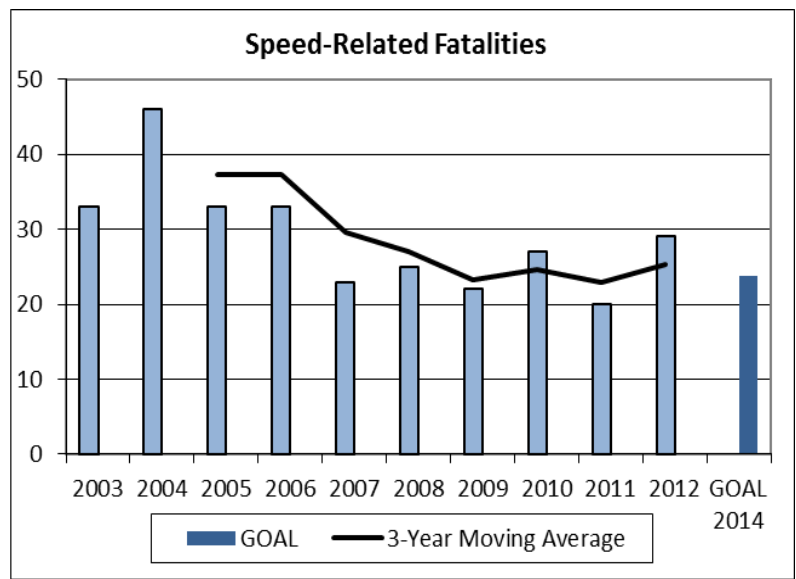
### C-6) Speeding-Related Fatalities<sup>6</sup>

GOAL: To decrease speed-related fatalities 5.9 percent from the three-year average of 25.3 in 2010 - 2012 to a three-year average of 23.8 by December 31, 2014.

In 2012, 38% of all Vermont crash fatalities involved speeding. GHSP provides funding to the Vermont State Police, (VSP) all fourteen Sheriff's Departments and ### I municipal agencies and constables. All funded agencies engage in speed enforcement. The promotion of speed management; the deployment of sub-grantees engaged in speed enforcement and public outreach/education relating to speed, are reliable countermeasures to address this target. Each participating law enforcement agency is provided crash data relative to their territorial areas of responsibility. Agencies are required to conduct enforcement activities in those particular identified locations and during the time frames indicated by data.

Agencies are offered equipment incentives for successful participation in state and national campaigns. Speed detection devices represent a significant portion of the requested equipment. VSP traffic units are routinely assigned to specific locations which demonstrate emerging trends of speed related crashes. Speed enforcement is the most utilized gateway tactic for the enforcement of occupant protection as well as impaired driving incidents. The continuing development of the state's electronic crash and ticketing program will further enhance the state's ability to use pertinent data to improve strategic speed initiatives within the state.

Year	Speed-Related Fatalities	3-Year Average
2003	33	
2004	46	
2005	33	37.3
2006	33	37.3
2007	23	29.7
2008	25	27.0
2009	22	23.3
2010	27	24.7
2011	20	23.0
2012	29	25.3
<b>GOAL 2014</b>		<b>23.8</b>



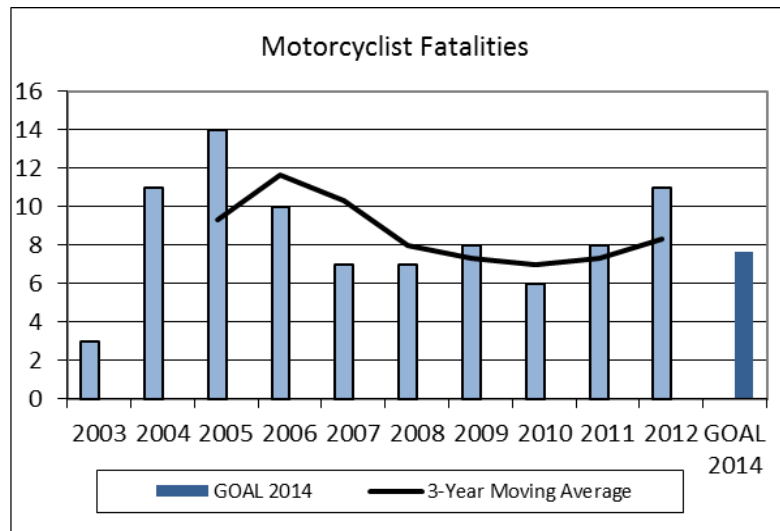
<sup>6</sup> The source for data through 2011 is FARS. The source for 2012 data is the Vermont AOT Crash Database.

### C-7) Motorcyclist Fatalities<sup>7</sup>

GOAL: To decrease motorcyclist fatalities 7.2% from the three-year average of 8.3 in 2010 - 2012 to a three-year average of 7.7 by December 31, 2014.

The number of motorcycle registrations in Vermont has increased by 54% over 54% over the past decade (Vermont Strategic Highway Safety Plan 2012-2016). In 2012 there were 11 motorcycle fatalities in Vermont. A review of the following table and graph will demonstrate that 2012 was the highest motorcycle fatality year since 2006. The Department of Motor Vehicles (DMV) is the lead agency for motorcycle safety in Vermont. DMV will continue to conduct motorcycle safety training and media outreach to educate more Vermonters regarding safety issues. The selected goal of 7.7 is a reduction in the current three year average and is more reflective of the numbers realized during the 2011 (three year average) of 7.3. DMV will continue to employ data, technology and information to update and improve the training curriculum as needed. Get trained and licensed. General messaging to: ride unimpaired by alcohol or other drugs; ride within your own skill limits and engage in available refresher training are all proved strategies endorsed by the Motorcycle Safety Foundation.

Year	Motorcyclist Fatalities	3-Year Average
2003	3	
2004	11	
2005	14	9.3
2006	10	11.7
2007	7	10.3
2008	7	8.0
2009	8	7.3
2010	6	7.0
2011	8	7.3
2012	11	8.3
<b>GOAL 2014</b>		<b>7.7</b>



<sup>7</sup> The source for data through 2011 is FARS. The source for 2012 data is the Vermont AOT Crash Database.

### C-8) Unhelmeted Motorcyclist Fatalities<sup>8</sup>

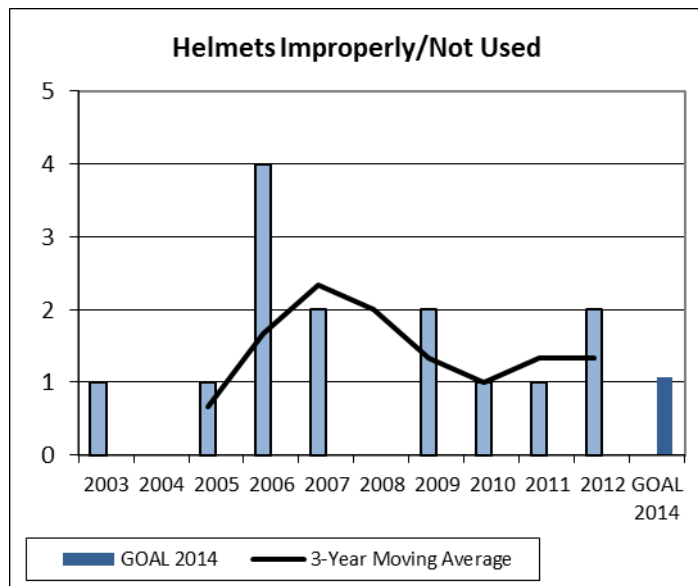
GOAL: To decrease unhelmeted<sup>9</sup> motorcyclist fatalities 17 percent from the three-year average of 1.3 in 2010 - 2012 to a three-year average of 1.1 by December 31, 2014.

Wearing helmets that meet the Department of Transportation (DOT) standard is the single most effective means of reducing the number of people who get injured or die from motorcycle crashes. Helmets are estimated to reduce the likelihood of death in a motorcycle crash by 37%. The National Highway Traffic Safety Administration (NHTSA) estimates that helmets saved the lives of 1,544 motorcycle riders in 2010 alone. Traumatic brain injury is a leading cause of motorcycle crash death. Even when not fatal, these debilitating head injuries can mean a lifetime of costly rehabilitation and severe emotional trauma for family and friends. In fact, treating severe traumatic brain injuries costs 13 times more than non-brain injuries.

Helmets reduce the risk of head injury by 69%. There are no negative health effects from helmet use. Helmets do not restrict a rider’s ability to hear important sounds, or to see a vehicle in the next lane. Unhelmeted riders are 40% more likely to die from a head injury than someone wearing a helmet.

There were 12 motorcycle fatalities in Vermont during 2012. Four of those killed were not wearing standard DOT approved helmets. Vermont will continue to promote DOT approved helmet use by supporting the DMV led training conducted for motorcycle safety and promote media and public outreach to improve compliance for those riding motorcycles in Vermont.

Year	Helmet Improperly/ Not Used	3-Year Average
2003	1	
2004		
2005	1	1.0
2006	4	2.5
2007	2	2.3
2008		3.0
2009	2	2.0
2010	1	1.5
2011	1	1.3
2012	2	1.3
<b>GOAL 2014</b>		<b>1.1</b>



<sup>8</sup> The source for data through 2011 is FARS. The source for 2012 data is the Vermont AOT Crash Database.

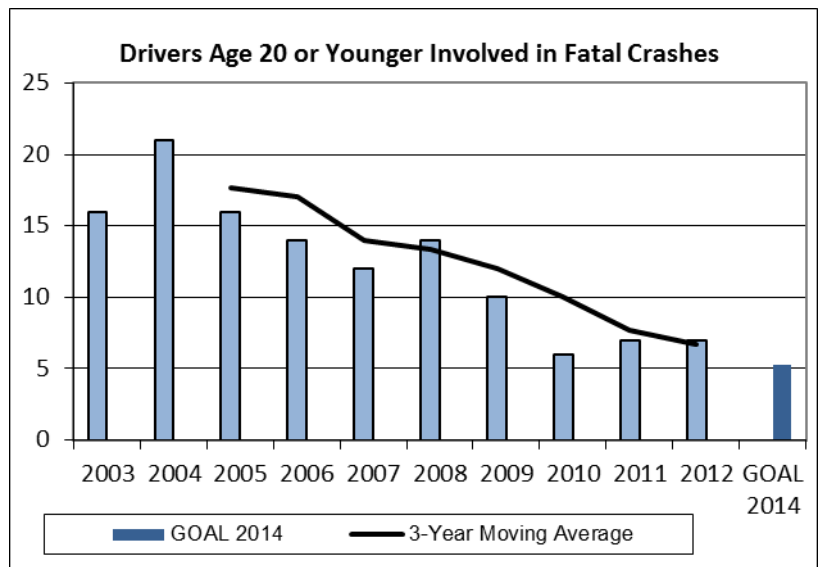
<sup>9</sup> Due to the extremely low number of motorcyclist fatalities, Vermont has included in the unhelmeted numbers, fatalities where the motorcyclist was improperly helmeted (ex. Non-DOT compliant helmet).

### C-9) Drivers Age 20 or Younger Involved in Fatal Crashes<sup>10</sup>

GOAL: To decrease drivers age 20 or younger involved in fatal crashes 20.9 percent from the three-year average of 6.7 in 2010 through 2012 to a three-year average of 5.3 by December 31, 2014.

A review of Vermont’s FARS data, supplemented by 2012 statistics provided the state’s Agency of Transportation (VTTrans), Vermont has decreased the number of in this category from (a three year average) 17.7 in 2005 to 6.7 in 2012. The current project goal for 2014 is 5.3. Considering past performance and a continuing emphasis on data based education and enforcement, this is a realistic and achievable goal. NHTSA provided Vermont with a Driver’s Education Assessment in December of 2011. Lessons learned from that assessment will be integrated with existing programs and educational activities. Working with the partnerships promoted by the Vermont Highway Safety Alliance (VHSA) and focused outreach Vermont will continue the reductions in this critical area of emphasis.

Year	Drivers Age 20 or Younger	3-Year Average
2003	16	
2004	21	
2005	16	17.7
2006	14	17.0
2007	12	14.0
2008	14	13.3
2009	10	12.0
2010	6	10.0
2011	7	7.7
2012	7	6.7
<b>GOAL 2014</b>		<b>5.30</b>



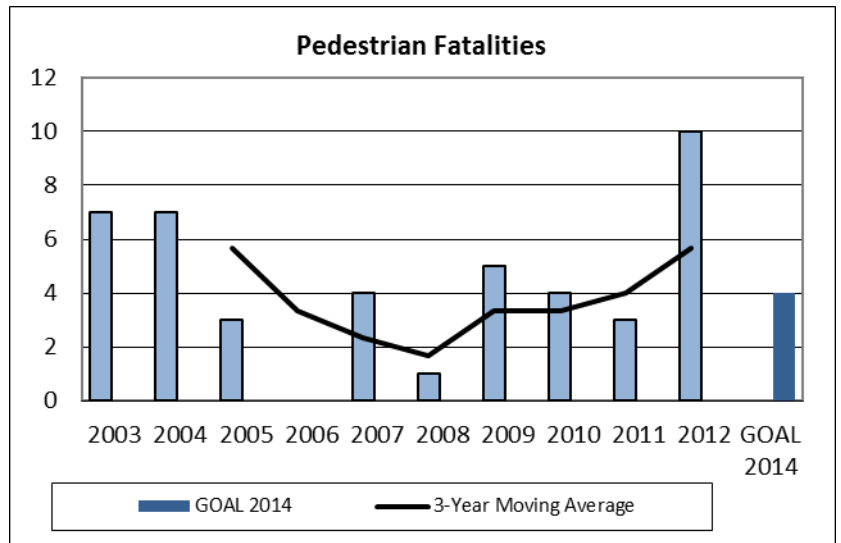
<sup>10</sup> The source for data through 2011 is FARS. The source for 2012 data is the Vermont AOT Crash Database.

**C-10) Pedestrian Fatalities<sup>11</sup>**

GOAL: To decrease pedestrian fatalities 29.4 percent from the three-year average of 5.7 in 2010 - 2012 to a three-year average of 4.0 by December 31, 2014.

In 2012 there were 10 pedestrians killed in Vermont. A historic data review , indicates this is a dramatic increase when compared to this category in previous years. The current projected goal of a 4.0 (three year average) for 2014 is realistic when compared to that data supplied for years 2005 through 2011. GHSP will continue to use data to monitor any developing trends in this fatality category. GHSP staff will work with VHSA partners to provide education and outreach to achieve this projected goal.

Year	Pedestrian Fatalities	3-Year Average
2003	7	
2004	7	
2005	3	5.7
2006	0	3.3
2007	4	2.3
2008	1	1.7
2009	5	3.3
2010	4	3.3
2011	3	4.0
2012	10	5.7
<b>GOAL 2014</b>		<b>4.0</b>



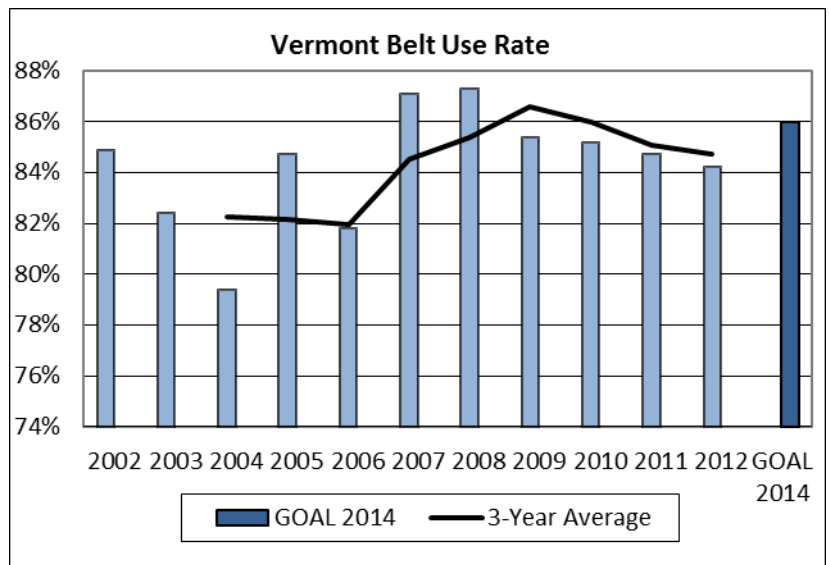
<sup>11</sup> The source for data through 2011 is FARS. The source for 2012 data is the Vermont AOT Crash Database.

## Core Behavior Measure

### B-1) Seat Belt Use Rate (Observed Seat Belt Use Survey)

GOAL: To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 1.5 percent from a three-year average rate of 84.7% in 2010 - 2012 to a three-year average rate of 86.0% by December 31, 2014.

Year	Belt Use Rate	3-Year Average
2002	84.9%	
2003	82.4%	
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%
2012	84.2%	84.7%
<b>GOAL 2014</b>		<b>86.0%</b>

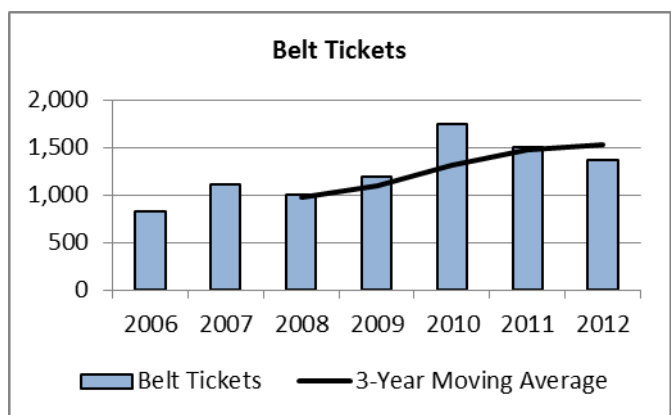


## Activity Performance Measures

The following data are derived from GHSP grant activity reports.

### A-1) Seat Belt Citations

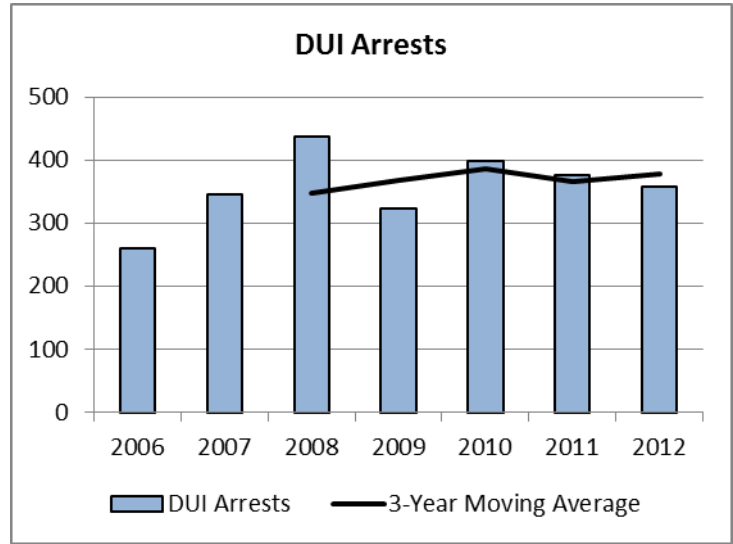
Year	Belt Tickets	3-Year Average
2006	824	
2007	1,120	
2008	1,004	983
2009	1,199	1,108
2010	1,746	1,316
2011	1,505	1,483
2012	1,368	1,540
<b>GOAL 2014</b>		





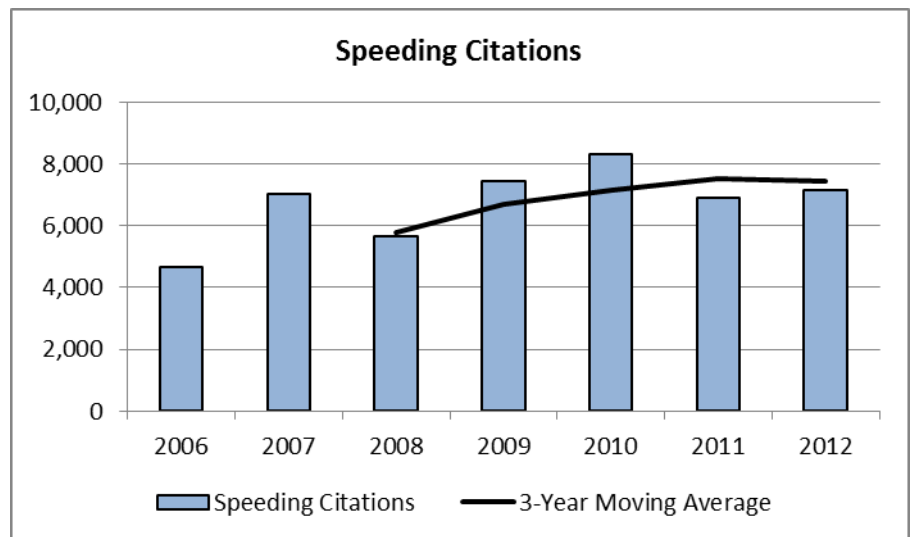
**A-2) Impaired Driving Arrests**

Year	DUI Arrests	3-Year Average
2006	260	
2007	346	
2008	438	348
2009	324	369
2010	398	387
2011	377	366
2012	358	378



**A-3) Speeding Citations**

Year	Speeding Citations	3-Year Average
2006	4,666	
2007	7,036	
2008	5,663	5,788
2009	7,423	6,707
2010	8,311	7,132
2011	6,900	7,545
2012	7,134	7,448



# Performance Report

The following is a brief status report on the results on how Vermont met the Core performance measures identified in the FFY 2012 Highway Safety Plan.

Goals for Core Measures	Results
<p><b>C-1) Number of traffic fatalities</b></p> <p>GOAL: Vermont will decrease by 6.9 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, 2012.</p>	<p>Vermont did not meet its goal by .1%. The three year-average by December 31, 2012 was 67.7. This is due to a sharp spike in fatalities in 2012 of 40% over 2011.</p>
<p><b>C-2) Number of serious injuries in traffic crashes</b></p> <p>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, 2012.</p>	<p>Vermont exceeded its goal by 10.3%. The three year-average by December 31, 2012 was 350.3.</p>
<p><b>C-3) Fatalities per 100 VMMT (rural and urban)</b></p> <p>GOAL: Vermont will decrease by 2 percent the three-year average fatality rate of .95 per 100 VMMT in 2007 through 2009 to a three-year average of .93 by December 31, 2012.</p>	<p>The data were not available at the time of writing this report.</p>
<p><b>C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions</b></p> <p>GOAL: Vermont will decrease by 10 percent the three-year average of unrestrained passenger vehicle occupant fatalities from 30.7 in 2008 through 2010 to a three-year average of 27 by December 31, 2012.</p>	<p>Vermont did not meet its goal by 3.7%. The three year-average by December 31, 2012 was 18.0. This is due to a sharp spike in fatalities in 2012 of 40% over 2011.</p>
<p><b>C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above</b></p> <p>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, 2012.</p>	<p>Vermont did not meet its goal by 33.6%. The three year-average by December 31, 2012 was 18.7. The data used in the 2012 HSP were incorrect. The baseline of 14.7 should have read 18.0. Using 18.0 as a baseline, the goal should have been 19.0, in which case, Vermont actually exceeded its goal by 1.6%.</p>
<p><b>C-6) Number of speed-related fatalities</b></p> <p>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, 2012.</p>	<p>Vermont did not meet its goal by 48.8%. The three year-average by December 31, 2012 was 25.3. The data used in the 2012 HSP were incorrect. The baseline of 17.8 should have read 24.7. Using 24.7 as a baseline, the goal should have been 21.4, in which case, Vermont actually did not meet its goal by 18.2%.</p>

Goals for Core Measures	Results
<p><b>C-7) Number of motorcyclist fatalities (FARS)</b></p> <p>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, 2012.</p>	<p>Vermont did not meet its goal by 31.7%, The three year-average by December 31, 2012 was 8.3%.</p>
<p><b>C-8) Number of unhelmeted motorcyclist fatalities</b></p> <p>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, 2012.</p>	<p>Vermont exceeded its goal by 35%. The three year-average by December 31, 2012 was 1.3.</p>
<p><b>C-9) Number of drivers age 20 or younger involved in fatal crashes</b></p> <p>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, 2012.</p>	<p>Vermont exceeded its goal by 4.3%. The three year-average by December 31, 2012 was 6.7.</p>
<p><b>C-10) Number of pedestrian fatalities</b></p> <p>GOAL: Vermont will decrease by 46 percent the three-year average of fatally injured pedestrians from 3.7 in 2008 through 2010 to a three-year average of 2 by December 31, 2012.</p>	<p>Vermont did not meet its goal by 85%. The three year-average by December 31, 2012 was 3.7.</p>
<p><b>B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)</b></p> <p>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 2012.</p>	<p>Vermont exceeded its goal by .1%. The three year-average by December 31, 2012 was 85.1%.</p>

# Performance Plan Project Descriptions

## Occupant Protection

GOAL 1: To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 1.5 percent from a three-year average rate of 84.7% in 2010 - 2012 to a three-year average rate of 86.0% by December 31, 2014.

GOAL 2: To decrease unrestrained passenger vehicle occupant fatalities 7.1 percent from the three-year average of 28.0 in 2010 - 2012 to a three-year average of 26.0 by December 31, 2014.

### 1. Project Title: Click-it-or-Ticket National Mobilization

#### Description:

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 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 seat belt. The mobility of these teams, staffed by dedicated traffic safety advocates, and directed by data, are highly productive resources.

In addition to the CIOT Task Force, the Law Enforcement Liaison recruits individual law enforcement agencies for participation in their areas of responsibility, throughout the state. The Vermont State Police, all fourteen Sheriff's Department and 50 of municipal agencies and local constables participate the duration of the CIOT campaign. This blended and layered approach provides state-wide coverage that works down to the level of the local roads.

#### Budget:

Project #	Subgrantee	Amount	Source
1314-1060	Addison County Sheriff's Dept.	8,000	\$402
1314-1061	Bennington County Sheriff's Dept.	10,000	\$402
1314-1062	Caledonia County Sheriff's Dept.	15,000	\$402
1314-1063	Essex County Sheriff's Dept.	15,000	\$402
1314-1064	Franklin County Sheriff's Dept.	15,000	\$402
1314-1065	Grand Isle County Sheriff's Dept.	10,000	\$402
1314-1066	Lamoille County Sheriff's Dept.	8,000	\$402
1314-1067	Orange County Sheriff's Dept.	8,000	\$402
1314-1068	Orleans County Sheriff's Dept.	8,000	\$402
1314-1069	Rutland County Sheriff's Dept.	8,000	\$402

Project #	Subgrantee	Amount	Source
1314-1070	Shelburne Police Dept. (Chittenden County SHARP)	16,000	\$402
1314-1071	Vermont State Police, Traffic Safety	30,000	\$402
1314-1072	Washington County Sheriff's Dept.	8,000	\$402
1314-1073	Windham County Sheriff's Dept.	8,000	\$402
1314-1074	Windsor County Sheriff's Dept.	8,000	\$402
Total		175,000	

**2. Project Title: Ongoing and Periodic Seat Belt and Child Restraint Enforcement**

**Description:**

Although the national *Click It or Ticket* (CIOT) enforcement campaigns are the cornerstone events of the state's Occupant Protection (OP) program, funding is provided to partnering agencies to engage in OP enforcement and education throughout the year. These OP projects are specifically based on data, supported by crash mapping explicitly identifying those areas which are prone to crashes involving unbelted/unrestrained occupants. In particular, GHSP has identified distinct geographical areas which historically experience low belt use. Coincidentally, all three of these areas are agricultural, with small towns connected only by a series of rural roadways. County sheriffs, Vermont State Police barracks personnel, small local agencies and town constables conduct OP enforcement on these archaic rural road systems. The ongoing and periodic enforcement also focuses on the period of May through September when more than 50% of unbelted fatalities occur.

**Budget:**

Project #	Subgrantee	Budget	Source
1314-1000	Addison County Sheriff's Dept.	4,000	\$402
1314-1001	Bennington County Sheriff's Dept.	34,800	\$402
1314-1002	Bennington Police Dept.	32,000	\$402
1314-1003	Berlin Police Dept.	7,000	\$402
1314-1004	Brandon Police Dept.	6,000	\$402
1314-1005	Brattleboro Police Dept.	4,000	\$402
1314-1006	Bristol Police Dept.	5,000	\$402
1314-1007	Caledonia County Sheriff's Dept.	6,000	\$402
1314-1008	Castleton Police Dept.	4,000	\$402
1314-1009	Chittenden County Sheriff's Dept.	4,800	\$402
1314-1010	Essex County Sheriff's Dept.	2,000	\$402
1314-1011	Essex Police Dept.	4,000	\$402
1314-1012	Fair Haven Police Dept.	16,000	\$402
1314-1013	Franklin County Sheriff's Dept.	6,000	\$402
1314-1014	Grand Isle County Sheriff's Dept.	13,000	\$402
1314-1015	Hardwick Police Dept.	6,000	\$402
1314-1016	Hartford Police Dept.	4,000	\$402
1314-1017	Lamoille County Sheriff's Dept.	6,000	\$402
1314-1018	Ludlow Police Dept.	2,000	\$402
1314-1019	Manchester Police Dept.	6,000	\$402
1314-1020	Middlebury Police Dept.	2,000	\$402
1314-1021	Montpelier Police Dept.	8,000	\$402

Project #	Subgrantee	Budget	Source
1314-1022	Morristown Police Dept.	6,000	§402
1314-1023	Newport Police Dept.	4,000	§402
1314-1024	Northfield Police Dept.	8,000	§402
1314-1025	Norwich Police Dept.	2,000	§402
1314-1026	Orange County Sheriff's Dept.	30,000	§402
1314-1027	Orleans County Sheriff's Dept.	24,000	§402
1314-1028	Poultney Constable	5,000	§402
1314-1029	Richmond Police Dept.	8,000	§402
1314-1030	Royalton Police Dept.	2,000	§402
1314-1031	Rutland City Police Dept.	70,000	§402
1314-1032	Rutland County Sheriff's Dept.	50,000	§402
1314-1033	Shelburne Police Dept.	34,000	§402
1314-1034	Shelburne Police Dept. SHARP	96,000	§402
1314-1035	Springfield Police Dept.	8,000	§402
1314-1036	St. Johnsbury Police Dept.	8,000	§402
1314-1037	Stowe Police Dept.	2,000	§402
1314-1038	Swanton Village Police Dept.	2,000	§402
1314-1039	Thetford Police Dept.	2,000	§402
1314-1040	Vergennes Police Dept.	14,000	§402
1314-1041	Vermont Department of Motor Vehicles	10,000	§402
1314-1042	Vermont State Police, Traffic Safety	250,000	§402
1314-1043	Washington County Sheriff's Dept.	16,000	§402
1314-1044	Williston Police Dept.	16,000	§402
1314-1045	Wilmington Police Dept.	8,400	§402
1314-1046	Windham County Sheriff's Dept.	18,000	§402
1314-1047	Windsor County Sheriff's Dept.	16,000	§402
1314-1048	Windsor Police Dept.	4,000	§402
1314-1049	Winhall Police & Rescue	4,000	§402
Total		900,000	

### 3. Project Title: Nighttime Belts Task Force

#### Description:

Selected municipal agencies will collaborate with the Vermont State Police to conduct periodic cooperative nighttime seat belt enforcement events. A review of Vermont's crash data also indicates a higher percentage of unbelted fatalities are occurring during nighttime hours when standard seat belt enforcement is lacking. GHSP LELs are designing operational strategies to create a safe, effective, and efficient model to conduct this type of occupant protection enforcement, in selected low use areas. The design will utilize existing street lighting in the state's urban areas and supplemental portable lighting to illuminate other target areas, such as interstate off-ramps.

As noted in the NHTSA publication, *Countermeasures That Work* (2012, Seventh Edition), "2005 FARS data, almost two-thirds (64%) of people killed at nighttime did not use restraints. In contrast, the percentage of fatally injured passenger vehicle occupants during daytime crashes who were unrestrained was just under one-half (47%) (Varghese & Shankar, 2007). Furthermore, according to FARS data for the 10-year period from 1998 to

2007, nighttime seat belt use was on average 18 percentage points lower than daytime belt use.” (Tison, Williams, & Chaudhary, 2010).

Operational deployment will be similar to those tactics used recently in Rhode Island and Connecticut and possibly Reading, Pennsylvania. Enforcement efforts will be conducted periodically and increased during the highest fatality months of May, June, July, and September of 2014. Locations will be selected based on data and the ability to safely enforce the state’s seat belt laws.

**Budget:**

Project #	Subgrantee	Budget	Source
1314-1080	Addison County Sheriff's Dept.	8,000	\$402
1314-1081	Bennington County Sheriff's Dept.	10,000	\$402
1314-1082	Caledonia County Sheriff's Dept.	15,000	\$402
1314-1083	Essex County Sheriff's Dept.	15,000	\$402
1314-1084	Franklin County Sheriff's Dept.	15,000	\$402
1314-1085	Grand Isle County Sheriff's Dept.	10,000	\$402
1314-1086	Lamoille County Sheriff's Dept.	8,000	\$402
1314-1087	Orange County Sheriff's Dept.	8,000	\$402
1314-1088	Orleans County Sheriff's Dept.	8,000	\$402
1314-1089	Rutland County Sheriff's Dept.	8,000	\$402
1314-1090	Shelburne Police Dept. (Chittenden County SHARP)	16,000	\$402
1314-1091	Vermont State Police, Traffic Safety	30,000	\$402
1314-1092	Washington County Sheriff's Dept.	8,000	\$402
1314-1093	Windham County Sheriff's Dept.	8,000	\$402
1314-1094	Windsor County Sheriff's Dept.	8,000	\$402
Total		175,000	

**4. Project Title: Child Passenger Safety Statewide Program**

**Description:**

The overarching goal of Vermont’s Child Passenger Safety Program operated by the Vermont Department of Health (VDH) Emergency Medical Services office is to decrease the number of deaths and injuries due to motor vehicle crashes by promoting the proper and regular use of child safety seats and safety belts. The program will maintain the following objectives for FFY 2014: increasing Vermont communities knowledge of the proper use of child restraints through the efforts of the state’s fitting stations, inspection events, BeSeatSmart website, a telephone helpline and distribution of educational materials; reducing the barrier of cost of car seats to parents, grandparents and other child-guardians by providing seats at no or reduced cost to low-income families; and offering basic certification education and re-cert training for car seat technicians to carry out these services statewide. The activities to carry out these objectives include:

- Organize and manage regional distribution of low cost seats, including a log of sites’ annual distribution data
- Support regional organization of local inspection events statewide and promotion of inspection events calendar
- Support roster of fitting stations and hospitals newborn safety check programs

- Collect inspection and installation data from fitting stations and inspection events
- Maintain a roster of 80-100 certified technicians and instructors statewide
- Conduct and evaluate: 1) at least one five-day national standardized Basic Certification course; 2) a one day Tech Update with CEUs; 3) recertification training as needed and other trainings as funding allows
- Collaborate with CPS programs in NHTSA Region One to share experience and expertise to create joint training opportunities
- Expand membership of the existing Emergency Medical Services for Children Advisory Committee to include appropriate stakeholders from the CPS program to provide a forum and guidance to further develop the CPS program

All of these activities are planned, implemented and reviewed within the framework of a commitment to operate the state CPS program in a data-informed approach. VDH’s district office structure will help to facilitate statewide access while addressing the demographic needs and highway safety challenges of each region.

**Budget:**

Project #	CPS Statewide Program - Subgrantee	Amount	Source
1314-1095	Vermont Department of Health	173,600	§402
1414-3000		114,400	§405(b)
1314-6500		26,400	§2011
Total		314,400	

***Occupant Protection Budget Summary***

Project Title	Budget	Source
1. CIOT National Mobilization	175,000	§402
2. Ongoing and Periodic Enforcement	900,000	§402
3. Nighttime Belts Task Force	175,000	§402
4. CPS Statewide Program	173,600	§402
	114,400	§405(b)
	26,400	§2011
§402 Total	1,423,600	
§405(b) Total	114,400	
§2011 Total	26,400	
Total All Funds	1,564,400	



## Impaired Driving

GOAL 1: To decrease alcohol-impaired driving fatalities 9.2 percent from the three-year average of 18.7 in 2010 - 2012 to a three-year average of 17.0 by December 31, 2014.

### 1. Project Title: High Visibility DUI Enforcement

#### Description:

Serving the approximately 626,000 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.

#### Budget:

Project #	DUI Grants to Locals - Subgrantee	Budget	Source
1114-5000	Addison County Sheriff's Dept.	4,000	\$164 AL
1114-5001	Bennington County Sheriff's Dept.	72,000	\$164 AL
1114-5002	Bennington Police Dept.	63,200	\$164 AL
1114-5003	Berlin Police Dept.	14,000	\$164 AL
1114-5004	Brandon Police Dept.	6,000	\$164 AL
1114-5005	Brattleboro Police Dept.	10,000	\$164 AL
1114-5006	Bristol Police Dept.	5,000	\$164 AL
1114-5007	Caledonia County Sheriff's Dept.	12,000	\$164 AL
1114-5008	Castleton Police Dept.	12,000	\$164 AL
1114-5009	Chittenden County Sheriff's Dept.	3,200	\$164 AL
1114-5010	Dover Police Dept.	5,000	\$164 AL

Project #	DUI Grants to Locals - Subgrantee	Budget	Source
1114-5011	Essex County Sheriff's Dept.	4,000	\$164 AL
1114-5012	Essex Police Dept.	4,000	\$164 AL
1114-5013	Fair Haven Police Dept.	30,000	\$164 AL
1114-5014	Franklin County Sheriff's Dept.	50,000	\$164 AL
1114-5015	Grand Isle County Sheriff's Dept.	18,000	\$164 AL
1114-5016	Hardwick Police Dept.	6,000	\$164 AL
1114-5017	Hartford Police Dept.	10,000	\$164 AL
1114-5018	Lamoille County Sheriff's Dept.	6,000	\$164 AL
1114-5019	Ludlow Police Dept.	6,000	\$164 AL
1114-5020	Manchester Police Dept.	10,000	\$164 AL
1114-5021	Middlebury Police Dept.	6,000	\$164 AL
1114-5022	Montpelier Police Dept.	8,000	\$164 AL
1114-5023	Morristown Police Dept.	10,000	\$164 AL
1114-5024	Newport Police Dept.	6,000	\$164 AL
1114-5025	Northfield Police Dept.	14,000	\$164 AL
1114-5026	Norwich Police Dept.	4,000	\$164 AL
1114-5027	Orange County Sheriff's Dept.	76,000	\$164 AL
1114-5028	Orleans County Sheriff's Dept.	10,000	\$164 AL
1114-5029	Poultney Constable	32,000	\$164 AL
1114-5030	Royalton Police Dept.	2,000	\$164 AL
1114-5031	Rutland City Police Dept.	16,000	\$164 AL
1114-5032	Rutland County Sheriff's Dept.	50,000	\$164 AL
1114-5033	Shelburne Police Dept.	50,000	\$164 AL
1114-5034	Shelburne Police Dept. SHARP	140,000	\$164 AL
1114-5035	Springfield Police Dept.	6,000	\$164 AL
1114-5036	St. Albans Police Dept.	3,000	\$164 AL
1114-5037	St. Johnsbury Police Dept.	12,000	\$164 AL
1114-5038	Stowe Police Dept.	2,000	\$164 AL
1114-5039	Swanton Village Police Dept.	2,000	\$164 AL
1114-5040	Thetford Police Dept.	2,000	\$164 AL
1114-5041	Vergennes Police Dept.	14,000	\$164 AL
1114-5042	Washington County Sheriff's Dept.	40,000	\$164 AL
1114-5043	Williston Police Dept.	6,000	\$164 AL
1114-5044	Wilmington Police Dept.	4,000	\$164 AL
1114-5045	Windham County Sheriff's Dept.	10,600	\$164 AL
1114-5046	Windsor County Sheriff's Dept.	14,000	\$164 AL
1114-5047	Windsor Police Dept.	4,000	\$164 AL
1114-5048	Winhall Police Dept.	6,000	\$164 AL
Total		900,000	

**2. Project Title: DUI Mobile Task Force**

**Description:**

The GHSP Law Enforcement Liaisons developed a DUI Task Force Team based on the *Click It or Ticket* high visibility enforcement (HVE) model. The team members were recruited from a variety of agencies throughout the state. Prior to becoming appointed as a team member, the selected officer was required to: demonstrate

proficiencies in all phases of DUI enforcement; was required 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.

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 the state’s 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 task force will be deployed at those times when incidents of impaired driving are most prevalent. The teams will conduct DUI checkpoints and saturation patrols during the same timeframes as national *Drive Sober or Get Pulled Over* campaigns. In addition, they will also be available for special times such as Super Bowl Sunday; St. Patrick’s Day; Cinco De Mayo; prom and graduation season; popular ski weekends; in state auto racing events; concerts; and other large audience gatherings which may engender driving while impaired.

The Vermont State Police will have a new data analyst in place before the close of FFY 2013. The analyst will support the GHSP DUI Task Force by providing maps, data, and information relating to the locations of DUI “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 clusters, provides a quick strike force response to DUI issues in Vermont.

**Budget:**

Project #	DUI Mobile Task Force - Subgrantee	Budget	Source
1114-5100	Addison County Sheriff's Dept.	12,000	\$164 AL
1114-5101	Bennington County Sheriff's Dept.	18,000	\$164 AL
1114-5102	Caledonia County Sheriff's Dept.	12,000	\$164 AL
1114-5103	Essex County Sheriff's Dept.	12,000	\$164 AL
1114-5104	Franklin County Sheriff's Dept.	12,000	\$164 AL
1114-5105	Grand Isle County Sheriff's Dept.	12,000	\$164 AL
1114-5106	Lamoille County Sheriff's Dept.	12,000	\$164 AL
1114-5107	Orange County Sheriff's Dept.	12,000	\$164 AL
1114-5108	Orleans County Sheriff's Dept.	12,000	\$164 AL
1114-5109	Rutland County Sheriff's Dept.	18,000	\$164 AL
1114-5110	Shelburne Police Dept. Chittenden County	32,000	\$164 AL
1114-5111	Washington County Sheriff's Dept.	12,000	\$164 AL
1114-5112	Windham County Sheriff's Dept.	12,000	\$164 AL
1114-5113	Windsor County Sheriff's Dept.	12,000	\$164 AL
Total		200,000	

**3. Project Title: DUI Regional Task Force**

**Description:**

In addition to the existing mobile DUI Task Force, a second, regionally operated task force will be coordinated by the Vermont State Police. Joining VSP in the collaborative exercise in high visibility enforcement will be county, municipal, and local law enforcement personnel. These deployments will occur in conjunction with national enforcement campaign periods and other time frames which are supported using impaired driving data. Some time frames will include: Super Bowl weekend; St. Patrick’s Day; Cinco de Mayo; celebrated ski weekends; local sporting events; and other social gatherings which attract large audiences.

This Regional Task Force (RTF) will be deployed specifically on roadways leading to Vermont’s two interstates. Using fresh data the RTF will periodically saturate these secondary and feeder roads to apprehend impaired drivers before they can access entry points onto the interstate. This approach removes impaired operators from local roads before they have the opportunity to travel and potentially crash at a high rate of speed on Vermont’s interstate system.

**Budget:**

Project #	DUI Regional Task Force	Budget	Source
1314-4020	VSP Regional DUI Task Force	75,000	§405(d)
1314-4320		225,000	§410
Total		300,000	

**4. Project Title: Alcohol Program Consultant**

**Description:**

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.

**Budget:**

Project #	Project	Budget	Source
1114-5200	Alcohol Program Consultant	70,000	§164 AL

**5. Project Title: Alcohol Program Coordinator**

**Description:**

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.

Project #	Project	Budget	Source
1214-4300	Alcohol Program Coordinator	100,000	\$410

**6. Project Title: Traffic Safety Resource Prosecutor**

**Description:**

The current Vermont Traffic Safety Resource Prosecutor (TSRP) joined the Department of State’s Attorney’s and Sheriffs during FFY 2012, replacing an incumbent who held the position for approximately ten years. During FFY 2013, 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 FFY 2012, the laboratory was moved from the Department of Health into the Department of Public Safety. The TSRP will work closely with laboratory staff during FFY 2013 on issues relating to impaired driving specimen testing and matters relating to the DataMaster program.

**Budget:**

Project #	Project	Budget	Source
1314-4025	Traffic Safety Resource Prosecutor (TSRP)	79,000	\$405(d)

**7. Project Title: Judicial Outreach Liaison (JOL)**

**Description:**

During the latter part of FFY 2013, GHSP succeeded in developing a contract with a retired Vermont judge to fill the role of Judicial Outreach Liaison (JOL). In previous years, providing information to members of the judiciary, regarding issues relating to DUI was not consistently effective. Often, communication between traffic safety advocates and members of the judiciary was not efficiently delivered. The JOL will become a key element in bridging this existing gap by becoming a conduit of information and guidance for all engaged in DUI issues.

The JOL will work collaboratively with the state’s two Law Enforcement Liaisons (LELs) and the Traffic Safety Resource Prosecutor (TSRP). Together, their mission will be to measurably improve the state’s DUI programs by providing training, guidance, and assistance to all of GHSP’s partners in all matters relating to DUI.

Furthermore, the JOL will provide assistance to the state’s DUI Courts Coordinator promoting the expansion of DUI Courts to provide coverage for all fourteen counties. He will work with the TSRP to establish a network of partnerships with judges, prosecutors, defense attorneys, court administrators, legislators, law enforcement executives, state agencies, community leaders, other traffic safety advocates, and key resources to promote the campaign against impaired driving.

As a DUI resource to the law enforcement community the JOL will assist the Vermont Police Academy and other training organizations to develop or improve DUI training curriculum. He will identify issues that are of concern to judges and other judiciary officials relating to impaired driving. Vermont has embraced Data Driven Approaches to Crime and Traffic Safety (DDACTS) and the JOL will provide guidance and information to the judiciary as applicable and incorporate those elements as DDACTS resources. During FFY 2014, the JOL will work with the TSRP and LELs to conduct two trainings for the law enforcement community. These training will be workshops for law enforcement officers will provide them with instruction on the development of effective DUI strategies and stronger court cases.

**Budget:**

Project #	Project	Budget	Source
1314-4026	Judicial Outreach Liaison (JOL)	75,000	\$405(d)

**8. Project Title: DUI Court Pilot – Windsor County**

**Description:**

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.

**Budget:**

Project #	Project	Budget	Source
1214-4305	DUI Court Pilot - Windsor County	400,000	\$410

**9. Project Title: DUI Court Statewide**

**Description:**

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 FFY 2013. Criminal justice professionals throughout Vermont will 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.

**Budget:**

Project #	Project	Budget	Source
1314-4306	DUI Court Statewide	575,000	\$410
1414-4037		225,000	\$405(b)
Total		800,000	

**10. Project Title: 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. Historically, in-state efforts by the current and previous TSRP to simplify the DUI affidavit have met with limited success. A dedicated effort to effectively modify the form will provide focused attention to this task. A streamlined form will facilitate and encourage DUI enforcement.

Project #	Project	Budget	Source
1214-4310	Contract to Streamline DUI Affidavit	100,000	\$410

### 11. Project Title: Forensic Laboratory Support Program

#### Description:

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 funds will serve to purchase new and replacement DataMasters, printers, as well as DUI testing supplies. The funds will also provide specialized and required training for laboratory staff.

#### Budget:

Project #	Vermont Forensic Laboratory Support	Budget	Source
1314-4040	Department of Public Safety	121,500	\$405(d)

### 12. Project Title: SFST Updates

#### Description:

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. 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. In addition, GHSP continues to support the Advanced Roadside Impaired Driving Enforcement (A.R.I.D.E.) training. Three such regional trainings will take place during FFY 2014. The online A.R.I.D.E. curriculum will become available during FFY 2014 and GHSP will monitor its effectiveness.

**Budget:**

Project #	Project - Subgrantee	Budget	Source
1314-4312	SFST and ARIDE Training	50,000	\$410
1114-5202		50,000	\$164 AL
Total		100,000	

**13. Project Title: DRE Program**

**Description:**

Vermont’s Drug Recognition (DRE) program began in 2005 and has since continued to expand its coverage capabilities. The DRE program was adopted to address the state’s growing drugged driving issues. Expansion of the program has always continued based on data and specific trends of detected drug use in selected portions of the state.

Currently, the program can provide coverage to all sections of the state. Vermont’s program has developed with the cooperation of the International Association of Chiefs of Police (IACP) and the National Highway Traffic Safety Administration (NHTSA). Vermont’s DRE program is in good standing 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. Vermont will host its second DRE School in the spring of 2014. Once again, opportunities to attend will be offered to other 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. A.R.I.D.E. is also a valuable tool for the recruitment of future DRE candidates.

Ideally, each law enforcement agency would have an on-staff DRE. Since that is not the case, a cadre of DREs is made available to respond to a request for call-out. If these call-outs are outside of their agency’s jurisdiction, the DRE is compensated with call-out funding. These call-outs are supervised by the DRE agency coordinators and DRE area coordinators to provide the most efficient and cost effective system of coverage.

The DRE oversight committee determines which committee members and program members attend DRE updates and conferences. Attendance is related to professional development and program improvement.

During FFY 2014, Vermont will host the state’s second regional school as part of the DRE certification process. This DRE School will be held in the Burlington area and take place in the spring of 2014. The candidate selection process is conducted by the DRE state committee. The committee reviews applications, conducts research, and

interviews potential candidates to carefully select the possible candidates. Consideration is also placed on geographical needs based on impaired driving related data.

Although the Vermont DRE program has been in effect since 2005, it continues to develop and expand. Case law and related judiciary proceedings are continually developing. The possibility of a pertinent court case, requiring subject matter expert (SME) testimony, is a constant consideration. When that case appears, immediate response is needed; GHSP will provide the support necessary to successfully establish the program with case law.

Vermont, like the rest of the nation, is experiencing an increase in drugged driving. During calendar year 2012, Vermont DREs conducted more than 150 DRE evaluations. This number is up for the approximately 100 evaluations conducted in 2011. 2012 state data indicates more than 20 of the state’s fatalities involved drugs other than alcohol. As these issues continue to increase, the number of specimen sample evaluations continues to grow. The current in-state forensic laboratory is not currently equipped to process these DRE-related samples and must ship them out of state for testing. This is a costly process and is currently funded through GHSP.

Budget:

Project #	Project - Subgrantee	Budget	Source
1314-4030	DRE Call Out Pay	10,300	\$405(d)
1314-4031	DRE Training Updates, Conferences and Supplies	23,000	\$405(d)
1314-4032	DRE Regional Training sponsored by VT	40,000	\$405(d)
1314-4313	DRE Test Case	50,000	\$410
1314-4034	DRE Outside Lab Tests	50,000	\$405(d)
Total		173,300	

**14. Project Title: DUI Related Equipment**

**Description:**

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.

**Budget:**

Project #	Project - Subgrantee	Budget	Source
1214-4315	Updated PBTs for Vermont LEAs - 500 units @ \$600	300,000	\$410

**15. Project Title: DUI Information Integration**

**Description:**

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 this 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.

**Budget:**

Project #	DUI Information Integration	Budget	Source
1114-5201	Contractor	122,000	§164 AL

***Impaired Driving Budget Summary***

Project Title	Budget	Source
1. Hi Visibility DUI Enforcement	900,000	§164 AL
2. DUI Mobile Task Force	200,000	§164 AL
3. DUI Regional Task Force	75,000	§405(d)
	225,000	§410
4. Alcohol Program Consultant	70,000	§164 AL
5. Alcohol Program Coordinator	100,000	§410
6. Traffic Safety Resource Prosecutor	79,000	§405(d)
7. Judicial Outreach Liaison	75,000	§405(d)
8. DUI Court Pilot - Windsor County	400,000	§410
9. DUI Court Statewide	575,000	§410
	225,000	§405(d)
10. Contract to Streamline DUI Affidavit	100,000	§410
11. Vermont Forensic Laboratory Support	121,500	§405(d)
12. SFST Updates	50,000	§410
	50,000	§164 AL
13. DRE Program	123,300	§405(d)
	50,000	§410
14. DUI Related Equipment	300,000	§410
15. DUI Information Integration	122,000	§164 AL
§405(d) Total	698,800	
§410 Total	1,800,000	
§164 AL Total	1,342,000	
Total All Funds	3,840,800	

## Law Enforcement Support

GOAL 1: Increase law enforcement ability to participate in data driven traffic safety efforts by (a) Promoting NHTSA’s enforcement priorities and encouraging sustained, effective enforcement throughout the year. (b) Continuing the recruitment of law enforcement agencies for active participation in national enforcement campaigns. (c) Providing participating agencies with technical assistance by LELs. (d) Promoting improved occupant protection enforcement by providing data and training to participating agencies.

### 1. Project Title: Vermont Law Enforcement Challenge

#### Description:

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.

GHSP sponsored its first Vermont Law Enforcement Challenge in 2000. Each year state, county, local, and specialized enforcement agencies participate in the Challenge. The GHSP Law Enforcement Liaisons provide workshops for prospective participants. The training workshops offer a participating agency an opportunity to conduct an introspective evaluation of their traffic safety program. The agencies are offered suggestions and technical assistance to improve performance and effectiveness.

The top finishers in each of the categories has the opportunity to be awarded items of traffic safety equipment, such as light bars, radar, lidar, speed carts, video devices, and other equipment which enhances an agency’s ability to engage in traffic safety. Equipment awards are provided through GHSP and also by independent vendors.

#### Budget:

Project #	Project	Budget	Source
1314-4014	Vermont Law Enforcement Challenge	12,500	§405(d)
1314-2101		25,000	§402
Total		37,500	

### 2. Project Title: Law Enforcement Liaisons

#### Description:

During the closing months of FFY 2013, GHSP contracted with a second Law Enforcement Liaison (LEL). This LEL will be tasked with providing liaison services between GHSP and traffic safety partners located in the northern portion of the state. Both LEL’s will promote NHTSA priorities and provide technical assistance and training opportunities. Additional responsibilities include: providing hands-on coordination between the NHTSA Regional office staff and GHSP staff to promote and execute statewide impaired driving, occupant protection, state/ national DUI mobilizations, and *Click It or Ticket* campaigns. Coordinating these activities requires collaboration with law enforcement agencies, Vermont Department of Transportation, Department of Motor Vehicles, Department of Liquor Control, and other state, county, municipal, and community organizations as needed.

GHSP's LEL will provide leadership and guidance for the Impaired Driving enforcement task force as well as the *Click It or Ticket* enforcement task force. Together the LELs will organize the annual *Click It or Ticket* campaigns as well as the *Drive Sober or Get Pulled Over* impaired driving initiatives and compile appropriate data for all related enforcement efforts. They will work collaboratively with the Vermont Association of Chiefs of Police and the Vermont Association of Sheriffs, and together with the Vermont State Police to achieve sustained enforcement of all of the state's traffic safety priorities.

The LELs will continue to monitor advancements and developments in traffic safety related technology and equipment which may be available to enhance agency participation in GHSP projects.

The Vermont Law Enforcement Challenge will be reviewed and efforts to simplify the application process to encourage a broader range of participants will be undertaken.

In addition, both LELs will continue to develop the Occupant Protection and Impaired Driving task forces, organized within the structure of the Vermont Highway Safety Alliance.

The LEL's will actively promote the state's DRE program and recruit students for scheduled Advanced Roadside Impaired Driving Enforcement (A.R.I.D.E.) training sessions.

The state's recent addition of a second LEL promotes an increased level of service to the state's law enforcement community. Each of the LELs provides technical assistance, guidance, direction, and operational support to the agencies located in their area of responsibility. Sectioning the state into two areas reduces LEL travel and provides the LEL with the advantage of local knowledge and focused service.

**Budget:**

Project #	Project	Budget	Source
1314-4012	LEL #1	45,000	§405(d)
1314-2120		45,000	§402
1314-4013	LEL #2	45,000	§405(d)
1314-2121		45,000	§402
Total		180,000	

**3. Project Title: Mobilization Equipment incentives**

**Description:**

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.

**Budget:**

Project #	Sub-grantee	Budget	Source
1314-2000	Addison County Sheriff's Dept.	5,000	§402
1314-2001	Barre Town Police Dept.	5,000	§402
1314-2002	Bennington County Sheriff's Dept.	5,000	§402
1314-2003	Bennington Police Dept.	5,000	§402
1314-2004	Berlin Police Dept.	5,000	§402
1314-2005	Brandon Police Dept.	5,000	§402
1314-2006	Brattleboro Police Dept.	5,000	§402
1314-2007	Bristol Police Dept.	5,000	§402
1314-2008	Caledonia County Sheriff's Dept.	5,000	§402
1314-2009	Canaan Police Dept.	5,000	§402
1314-2010	Castleton Police Dept.	5,000	§402
1314-2011	Chittenden County Sheriff's Dept.	5,000	§402
1314-2012	Colchester Police Dept.	5,000	§402
1314-2013	Dover Police Dept.	5,000	§402
1314-2014	Essex County Sheriff's Dept.	5,000	§402
1314-2015	Essex Police Dept.	5,000	§402
1314-2016	Fair Haven Police Dept.	5,000	§402
1314-2017	Franklin County Sheriff's Dept.	5,000	§402
1314-2018	Grand Isle County Sheriff's Dept.	5,000	§402
1314-2019	Hardwick Police Dept.	5,000	§402
1314-2020	Hartford Police Dept.	5,000	§402
1314-2021	Hinesburg Police Dept.	5,000	§402
1314-2022	Lamoille County Sheriff's Dept.	5,000	§402
1314-2023	Ludlow Police Dept.	5,000	§402
1314-2024	Manchester Police Dept.	5,000	§402
1314-2025	Mendon Constable	5,000	§402
1314-2026	Middlebury Police Dept.	5,000	§402
1314-2027	Milton Police Dept.	5,000	§402
1314-2028	Montpelier Police Dept.	5,000	§402
1314-2029	Morristown Police Dept.	5,000	§402
1314-2030	Newport Police Dept.	5,000	§402
1314-2031	Northfield Police Dept.	5,000	§402
1314-2032	Norwich Police Dept.	5,000	§402
1314-2033	Orange County Sheriff's Dept.	5,000	§402
1314-2034	Orleans County Sheriff's Dept.	5,000	§402
1314-2035	Pittsford Police Dept.	5,000	§402
1314-2036	Poultney Constable	5,000	§402
1314-2037	Randolph Police Dept.	5,000	§402
1314-2038	Richmond Police Dept.	5,000	§402
1314-2039	Rochester Constables	5,000	§402
1314-2040	Royalton Police Dept.	5,000	§402
1314-2041	Rutland City Police Dept.	5,000	§402
1314-2042	Rutland County Sheriff's Dept.	5,000	§402
1314-2043	Shelburne Police Dept.	5,000	§402
1314-2044	South Burlington Police Dept.	5,000	§402

Project #	Sub-grantee	Budget	Source
1314-2045	Springfield Police Dept.	5,000	\$402
1314-2046	St. Albans Police Dept.	5,000	\$402
1314-2047	St. Johnsbury Police Dept.	5,000	\$402
1314-2048	Stowe Police Dept.	5,000	\$402
1314-2049	Swanton Village Police Dept.	5,000	\$402
1314-2050	UVM Police Services	5,000	\$402
1314-2051	Vergennes Police Dept.	5,000	\$402
1314-2052	Vermont Department of Liquor Control	5,000	\$402
1314-2053	Vermont Department of Motor Vehicles	5,000	\$402
1314-2054	Vermont State Police, Traffic Safety	70,000	\$402
1314-2055	Vernon Police Dept.	5,000	\$402
1314-2056	Washington County Sheriff's Dept.	5,000	\$402
1314-2057	Waterbury Police Dept.	5,000	\$402
1314-2058	Williston Police Dept.	5,000	\$402
1314-2059	Wilmington Police Dept.	5,000	\$402
1314-2060	Windham County Sheriff's Dept.	5,000	\$402
1314-2061	Windsor County Sheriff's Dept.	5,000	\$402
1314-2062	Winhall Police & Rescue	5,000	\$402
1314-2063	Winooski Police Dept.	5,000	\$402
Total		385,000	

**4. Project Title: Crash Reconstruction Support**

**Description:**

The VSP Crash Reconstruction Team went through a significant restructuring during 2008. GHSP has provided support for many of the equipment enhancements.

Since 2008, the team has been called upon more frequently to assist local and county LE agencies with serious injury and fatal crash investigations. The equipment maintenance, replacement, and training needs have also increased significantly.

The team is made up of 14 Reconstructionists, who maintain a significant amount of equipment to collect and diagram evidence from scenes, and obtain data from vehicle air bag and powertrain modules to determine critical factors and causation. The team been activated 149 times since March 2008 to assist agencies (including VSP) across the state. In fact, the majority of our calls have been to assist local and county law enforcement agencies. For FFY 2013, the team was activated 47 times. This is a record high for the team.

The support in these serious crashes has undoubtedly improved overall traffic reporting in determining more accurate contributing circumstances. It's estimated that as much as fifty percent of all serious crashes involve alcohol/impaired driving. Complete and extensive investigation of traffic crashes provides the first step toward successful determination of causation factors and subsequent adjudication, when appropriate.

**Budget:**

Project #	Crash Reconstruction Support	Budget	Source
1314-2100	Vermont State Police	20,000	\$402

**5. Project Title: Law Enforcement Training Programs**

**Description:**

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.

**Budget:**

Project #	Project	Budget	Source
1314-2102	Law Enforcement Training Programs	20,000	§402

**6. Project Title: Law Enforcement Program Coordinators**

**Description:**

Program coordination is provided by three staff members who ensure 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. These staff members monitor financial management systems, performance, make recommendations for improvement, and arrange for training when required. The staff members monitor in office, by telephone, and make site visits. Systems are developed to improve monitoring processes and track financial spend down and safety accomplishments.

**Budget:**

Project #	Project	Budget	Source
1314-2200	Law Enforcement Program Coordinator #1	75,000	§402
1314-2201	Law Enforcement Program Coordinator #2	85,000	§402
1314-2202	Law Enforcement Program Assistant	20,000	§402
Total		180,000	

***Law Enforcement Support Budget Summary***

Project Title	Budget	Source
1. Vermont Law Enforcement Challenge	12,500	§405(d)
	25,000	§402
2. Law Enforcement Liaisons	90,000	§405(d)
	90,000	§402
3. Mobilization Equipment incentives	385,000	§402
4. Crash Reconstruction Support	20,000	§402
5. Law Enforcement Training Programs	20,000	§402
6. Law Enforcement Program Coordinators	180,000	§402
§405(d) Total	102,500	
§402 Total	720,000	
Total All Funds	822,500	



## Community Educational Programs

GOAL 1: To decrease drivers age 20 or younger involved in fatal crashes 20.9 percent from the three-year average of 6.7 in 2010 through 2012 to a three-year average of 5.3 by December 31, 2014.

GOAL 2: To decrease pedestrian fatalities 29.4 percent from the three-year average of 5.7 in 2010 - 2012 to a three-year average of 4.0 by December 31, 2014.

GOAL 3: To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 1.5 percent from a three-year average rate of 84.7% in 2010 - 2012 to a three-year average rate of 86.0% by December 31, 2014.

### 1. Project Title: Vermont Teen Driver Summit

#### Description:

This annual day-long summer institute is a collaboration between GHSP and the Department of Motor Vehicles designed to provide a full day of professional development credits to enhance the skills and capacity for driver educators (commercial and school-based) to fully engage teen drivers and their parents during their course sequence. The day includes plenary sessions of current engineering, enforcement, education, emergency services, and evaluation information from state and national sources; workshops to introduce and share tested curricula and other tools; and interactive time to connect with some of the community-based programs and resources available to supplement driver education offerings.

#### Budget:

Project #	Project	Budget	Source
1314-2413	Vermont Teen Driver Summit	5,000	\$402

### 2. Project Title: Youth Safety Council

#### Description:

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 a YSP educational project of interactive presentations at teen drivers' education classes around Vermont with the Vermont 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. In FFY 2014, GHSP will consult with YSC regarding how best for GHSP to incorporate teen distracted driving messages in the state's highways safety media campaign, pending additional funding for distracted driving education.

#### Budget:

Project #	Project - Subgrantee	Budget	Source
1314-2416	Youth Safety Council	53,000	\$402

**3. Project Title: Local Law Enforcement Programs**

**Description:**

Local law enforcement agencies will implement education programs focused on youth traffic safety awareness, younger drivers, and will work with youth and adults to both reduce impaired and 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 increase awareness of the risks of driving while texting. 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.

**Budget:**

Project #	Project - Subgrantee	Budget	Source
1314-2410	Caledonia County Sheriff's Dept.	3,500	\$402
1314-2412	Orange County Sheriff's Dept.	4,800	\$402
Total		8,300	

**4. Project Title: Vermont State Police**

**Description:**

This project allows the Vermont State Police to meet public demand for highway safety presentations in teen driver education classes, businesses, and other community groups, particularly in jurisdictions where they provide primary local coverage. Educational areas include impaired driving, speeding, distracted driving, occupant protection, and motorcycle safety. Surveys at the beginning and end of each presentation assess what was retained by program participants. VSP in partnership with the Vermont Highway Safety Alliance have an active educational presence at the Champlain Valley Exposition, the largest of the state's two statewide summer fairs, a prime opportunity for distribution of educational materials and public presentations about highway safety. The overall goal is to provide education in conjunction with the enforcement targeted to the public at large.

**Budget:**

Project #	Project - Subgrantee	Budget	Source
1314-2414	Vermont State Police Community Education	7,000	\$402
1314-4081		7,000	\$405(d)
Total		14,000	

**5. Project Title: Vermont Victim Impact Panel**

**Description:**

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 Vermont State Capitol timed to coincide with the launch of the holiday DUI enforcement and media efforts.

**Budget:**

Project #	Project - Vermont Victim Impact Panel	Budget	Source
1314-4082	Vermont Department of Corrections	24,200	\$405(d)

**6. Project Title: Local Motion Safe Streets Coalition**

**Description:**

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 Vermont 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 and promotional events.

**Budget:**

Project #	Project - Subgrantee	Budget	Source
1314-2411	Local Motion	50,000	\$402

**7. Project Title: Workplace Safety Project RoadSafe**

**Description:**

Project RoadSafe is a workplace driver’s safety program housed at the Associated General Contractors of Vermont, a statewide construction trades 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 seat belts. Programming in 2014 will continue to use the motor vehicle crashes in the First Report of Injury data from the Vermont Department of Labor database to engage Vermont companies with high numbers of crashes, participate in a regular series of annual statewide workforce safety forums and conferences to both present and distribute materials, provide education/training and materials at worksites on request, distribute a monthly e-newsletter, and maintain a program website.

**Budget:**

Project #	Project RoadSafe	Budget	Source
1314-2415	Associated General Contractors of Vermont	47,500	§402
1314-4083		47,500	§405(d)
Total		95,000	

**8. Project Title: Lifesaver “Highway Heroes” Awards****Description:**

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.

Attendees are invited to a luncheon/awards ceremony and are engaged with opportunities to network, learn about ongoing and new programs and hear guest speakers. The NHTSA Region 1 Administrator was an honored presenter during the 2013 luncheon ceremony.

**Budget:**

Project #	Project - Subgrantee	Budget	Source
1314-2420	Lifesaver Awards	11,000	§402

**9. Project Title: Community Programs Coordinator****Description:**

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.

The position will clearly indicate which portion of the person’s time will be on traffic records and which portion of their time will be community programs. The funding levels should reflect this appropriately and GHSP is fully implementing PARs for those affected.

**Budget:**

Project #	Project - Subgrantee	Budget	Source
1314-2400	Community Programs Coordinator	36,000	§402

**10. Project Title: Program Support Materials****Description:**

Support materials include computers, software, and program specific supplies to support program personnel.

**Budget:**

Project #	Project - Subgrantee	Budget	Source
0914-3500	Program Support Materials	62,000	§406

**11. Project Title: GHSP Partners Travel and Training****Description:**

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. We use this when we specifically ask or require a partner or partners to attend a training that is specifically related to highway safety issues, such as best practices. These funds have been used in the past to send the DPS Commissioner (GR) to the GHSA Leadership Training, and the GHSA Annual Conference. We have also funded NHTSA Managing Federal Finances Training for DPS Grants Management and Accounting personnel. We will fund two Law Enforcement Liaisons (LEL), one Traffic Safety Resource Prosecutor (TSRP), and one Judicial Outreach Liaison (JOL) to attend the National LEL/TSRP/JOL Conference. This could be in-state, or out-of-state when such training is not available here.

**Budget:**

Project #	Project - Subgrantee	Budget	Source
1314-2421	GHSP Partners Travel and Training	11,800	§402

***Community Educational Programs Budget Summary***

Project	Budget	Source
1. Teen Driver Education Summit	5,000	§402
2. Youth Safety Council	53,000	§402
3. Local Law Enforcement Programs	8,300	§402
4. VSP Community Education	7,000	§402
	7,000	§405(d)
5. Vermont Victim Impact Panel	24,200	§405(d)
6. Local Motion	50,000	§402
7. Project RoadSafe	47,500	§402
	47,500	§405(d)
8. Lifesaver Awards	11,000	§402
9. Community Programs Coordinator	36,000	§402
10. Program Support Materials	62,000	§406
11. GHSP Partners Training	11,800	§402
§405(d) Total	78,700	
§402 Total	229,600	
§406 Total	62,000	
Total All Funds	370,300	

## Distracted Driving

GOAL 1: To reduce the number of major crashes related to distracted and inattentive drivers by 10% between years 2012-2016.

### 1. Project Title: Paid Media

#### Description:

Distracted driving is any activity, whether visual, manual, or cognitive, that could divert a person’s attention away from the primary task of driving. The Vermont uniform crash report breaks these down into the sub categories of inattention and distracted. While a 5% reduction in distracted driving major crashes has been tracked since 2004, these crashes consistently continue to account for 24% of major crashes on Vermont highways. As portable technology becomes increasingly popular, attention to this emphasis area needs to be heightened to better understand the correlation between technology use, distracted driving, and major crashes (2013, SHSP). Strategies that will continue to be utilized in FFY 2014 are:

1. Increase driver awareness of dangers associated with distracted driving;
2. Enhance effectiveness/awareness of safety rest stops;
3. Continue to research statistics, trends, and legislation related to distracted driving.

The Department of Education conducts a vibrant, Distracted Driving program designed especially for high school age teens. The program is conducted at local high schools and requires students to navigate a structured track while operating a golf cart. Through these exercises, students learn the impact of texting while driving has on their ability to safely complete the designated course.

State, county, and local LEAs also engage in education and training for younger drivers. All four of the “four E’s” (Enforcement, Education, Engineering, and Emergency Medical Services), work collectively on younger driver programs within the VHSA focus groups structure.

During FFY 2014, GHSP will expand Vermont’s Distracted Driving efforts, public outreach, and possible enforcement efforts. The staff will work with the media contractor to create Vermont specific messaging designed to reach those who operate their vehicles distracted by texting. The audience reach will be measured by the contractor to determine the effectiveness of the messages. Subsequent support of the messaging by local law enforcement agencies is currently under review and will await further research.

#### Budget:

Project #	Project - Subgrantee	Budget	Source
1314-5550	HMC Advertising	131,400	§405(e)

#### *Distracted Driving Budget Summary*

Project Title	Budget	Source
1. Paid Media	131,400	§405(e)
§405(e) Total	131,400	
Total All Funds	131,400	

## Motorcycle Safety

GOAL: To decrease motorcyclist fatalities 7.2% from the three-year average of 8.3 in 2010 - 2012 to a three-year average of 7.7 by December 31, 2014.

GOAL: To decrease unhelmeted motorcyclist fatalities 17 percent from the three-year average of 1.3 in 2010 - 2012 to a three-year average of 1.1 by December 31, 2014.

### 1. Project Title: State Motorcycle Rider Education Program

#### Description:

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 as required. During May 2014 (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 at least one spot focused on DUI.

#### Budget:

Project #	State Motorcycle Rider Education Program	Budget	Source
1414-6000	Vermont Department of Motor Vehicles	30,600	\$405(f)
1314-6000		29,775	\$405(f)
1214-6000		40,403	\$2010
Total		100,778	

### Motorcycle Safety Budget Summary

Project	Budget	Source
1. Vermont Department of Motor Vehicles	60,375	\$405(f)
	40,403	\$2010
405(f) Total	60,375	
\$2010 Total	40,403	
Total All Funds	100,778	

## Traffic Records

GOAL 1: The Vermont EMS/Injury database, Statewide Incident Reporting Network (SIREN), will achieve 100% completeness (all Vermont EMS agencies reporting by June 30, 2014) by reviewing the number of services submitting electronic patient care reports and the number of reports entered into the SIREN database.

Please see Appendix E of this Highway Safety Plan for an expansion on the deliverables, and how these system improvements benefit highway safety outcomes.

### 1. Project Title: AOT Crash Data Reporting System

#### Description:

This is the base project for the crash data interface. The FFY 2014 goal is to complete the remaining CAD/RMS interfaces (Spillman, Valcour) in order to eliminate dual entry as well as to encourage the last two law enforcement agencies to submit electronically, provide for additional tools for law enforcement's benefit such as auto population features and reporting tools, and provide for ongoing system technical and maintenance support. This project also includes the vendor's involvement related to the ADFS upgrade and the installation of the message switch tool.

#### Budget:

Project #	AOT Crash Data Reporting System	Budget	Source
1114-3700	Vermont Agency of Transportation	93,000	§408
1414-3700		150,000	§405(c)
Total		243,000	

### 2. Project Title: End User Crash Data Query Tool

#### Description:

The goal of this project is to build a user friendly, interactive, online data query tool that can be used by the general public to access the non-personal motor vehicle crash data housed at the Vermont Agency of Transportation (VTrans). The tool will provide for simple filtering, sorting, and grouping on standard reports, as well as, an option for ad hoc report creation using a fixed set of parameters. Reports will be available via listings, tables, charts, and maps.

#### Budget:

Project #	End User Crash Data Query Tool	Budget	Source
1114-3701	Vermont Agency of Transportation	35,000	§408

### 3. Project Title: AOT Project Manager

#### Description:

The person in this position provides IT guidance on statewide Traffic Records IT projects and advises not only the Vermont Traffic Records Coordinating Committee (TRCC) but also the Vermont Highway Safety Alliance (VHSA)



member agencies of emerging technologies and best practices. The TR IT Coordinator assists with troubleshooting IT issues, shares emerging technologies, researches national data standards and/or recommendations, assures all agencies have the same access to technology solutions, advises on research and tools, assures proven technology can be used, and encourages agencies to share source code. We wish to continue this position per NHTSA recommendation that Project Management Professionals (PMPs) be involved in statewide IT projects.

**Budget:**

Project #	AOT Project Manager	Budget	Source
1114-3702	Vermont Agency of Transportation	120,728	\$408

**4. Project Title: SIREN**

**Description:**

The Vermont Department of Health Emergency Medical Services continuing completion of the SIREN data system implementation involves the following for FFY 2014:

**Data Manager:** The Vermont Department of Health – EMS office requires a data manager to coordinate the collection, analysis, and reporting of EMS incident data and to provide technical assistance and training for SIREN, Vermont’s statewide electronic EMS incident reporting system. A state EMS data manager is necessary to maintain functionality of the SIREN program, increase the number of Vermont ambulance services entering data into SIREN, and to ensure accurate, complete, timely, and uniform EMS incident reports. The data manager integrates EMS data with injury and illness surveillance efforts locally, statewide, and nationally. The data manager promotes accessibility by providing and analyzing data for stakeholders and other interested parties. The data manager works with the SIREN vendor to promote ease of data entry by EMS personnel.

**Training:** System users and administrators require targeted training to implement and fully utilize SIREN. Providing advanced SIREN Report Writer training to State Administrators will provide them the education necessary to build reports and review and analyze EMS data related to internal completeness as recommended by NHTSA.

**Surveillance and Reporting,** see sub projects below:

**Custom Report Writer:** Data reporting tools within SIREN are necessary to query, analyze, and report data. Several SIREN data analysis and reporting tools deliver powerful reporting capabilities with static and interactive output options, including mapping tools. These reports can integrate EMS information with other highway records, such as motor vehicle crash and injury data from WebCrash and from the Fatality Analysis Reporting System. These reports are also vital in extracting internal validity data as recommended by NHTSA.

**New England Data Quality Report:** New England Data Managers from Maine, New Hampshire, Massachusetts, and Vermont have regionally collaborated efforts to establish a Data Quality Report to be built and developed by ImageTrend. Development of the report is quoted by ImageTrend to cost \$36,630.00 and will be customized to enable analysis of internal completeness of data from all 87 ambulance agencies licensed in Vermont, more specifically including imported data from services using an electronic patient care reporting system other than SIREN. A report of this kind is currently not available in SIREN.

Equipment – Field Bridge Data Linkage Application: Field Bridge is the laptop based software application that allows for real-time, field-based EMS data entry on scene. Filling out EMS pre-hospital reports while on scene allows for more productive communication between law enforcement and EMS personnel for data/information sharing and in order to link EMS and WebCrash highway safety records. This software is imperative for the operation of this data linkage, which will contribute greatly toward statewide highway safety efforts and improvement.

**Budget:**

Project #	SIREN	Budget	Source
1114-3703	Vermont Department of Health Emergency Medical Services	131,392	\$408
1414-3701		150,000	\$405(c)
Total		281,392	

**5. Project Title: TRCC Consultant**

**Description:**

Deep River, LLC serves as the TRCC Consultant for Vermont, currently entering the second year of a two year contract. Their services include providing administrative support to the TRCC, including preparation of the meeting agendas in consultation with the co-chairs, monitoring statewide data program compliance, coordinating sharing data between agencies, all record-keeping and data entry in TRIPRS, developing VT annual progress reports for NHTSA, and preparing the 405c application.

**Budget:**

Project #	Consultant	Budget	Source
1114-3704	Deep River	36,864	\$408

**6. Project Title: DPS Support of Traffic Records Improvement**

**Description:**

The Department of Public Safety (DPS) full-time position for Support of Traffic Records provides staffing for traffic records improvement and data integration in the VT Law Enforcement community specific to the development of the eCitation project. This position serves as a liaison with DPS IT to resolve law enforcement user access issues including account changes and setup of security credentials for over 1,000 Spillman users of WebCrash. During FFY 2014, the work will continue the first phase of the implementation with the identified vendor. This position will support that contractor in all aspects of the first phase of the implementation including key activities as follows: gather and disseminate vendor responses; serve as team member and scheduler of interagency work group to insure the needs of the stakeholders are met in every project phase; determine standard mounting, placement, power requirements for several cruiser model types (over 300 vehicles and more than 30 agencies); evaluating law enforcement peripherals –printers and scanners; arranging for the installation of all peripheral equipment with law enforcement agencies; coordinate and participate in user acceptance testing; provide input to training manuals and frequently asked questions; and serve as the DPS project representative to the TRCC.

**Budget:**

Project #	DPS Support of Traffic Records Improvement	Budget	Source
1114-3705	Vermont Department of Public Safety	70,000	\$408

**7. Project Title: DPS eCitation Implementation**

**Description:**

The eCitation project will begin a first phase/pilot implementation of eCitation during FFY 2014, based on the eCitation master business plan, completed in 2012 and the RFI and RFP issued in 2013 to explore equipment options and secure the required vendor(s) services for initial building and implementation of the statewide eCitation, eWarning, and bias free policing applications. Prior to the issuance of a vendor contract and start of the pilot, the state Department of Information and Innovation (DII) requires completion of an independent review of the identified vendor, and will assign a designated DII project manager to serve as the point of contact for the eCitation implementation going forward. Once the pilot is underway, regular review and evaluation of all aspects of the effort will be conducted by the interagency work group with regular reports provided to the TRCC.

**Budget:**

Project #	eCitation Implementation	Budget	Source
1214-3710	Vermont Department of Public Safety	418,481	\$408
1314-3700		300,000	\$405(c)
Total		718,481	

**8. Project Title: Local Road LRS**

**Description:**

The goal of the Geospatial Network for All Public Roads is to create a linear reference system (LRS) that will contain all the highways included in the Certified Public Highway Mileage, including the Federal Aid Highway System and local roads.

This project will create the ability to run algorithms on the full highway network using the LRS, such as high crash locations, and provide a common architecture for the collection of linear referenced inventory data. This project assists the state in laying the foundation for complying with 23 U.S.C. 148, which requires states to advance their capabilities for traffic records data collection, analysis, and integration with other sources of safety data, such as road inventories.

The development of the Geospatial Network for All Public Roads, which includes the LRS for the local roads, will meet the requirements set forth for the Highway Performance Monitoring System (HPMS) and provides the geometry for the "Transportation for the Nation" (TFTN) highway network.

**Budget:**

Project #	Local Road LRS	Budget	Source
1214-3706	Vermont Agency of Transportation	45,015	§408

***Traffic Records Budget Summary***

Project Name	Budget	Source
1. AOT Crash Data Reporting System	93,000	§408
	150,000	§405(c)
2. End User Crash Data Query Tool	35,000	§408
3. AOT Projects Manager	120,728	§408
4. SIREN	131,392	§408
	150,000	§405(c)
5. Consultant	36,864	§408
6. DPS Support of TR Improvements	70,000	§408
7. DPS eCitation Implementation	418,481	§408
	300,000	§405(c)
8. Local Roads Linear Reference System (LRS)	45,015	§408
§408 Total	950,480	
§405(c) Total	600,000	
Total All Funds	1,550,480	

## Evaluation and Data Collection

GOAL 1: 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

#### Description:

For the past year, the Vermont Governor's Highway Safety Program (GHSP) has relied on the State of Vermont Agency of Transportation (VTrans) team of data analysts for crash data. This void was created when the previous data analyst accepted a similar position out of state. During the spring of 2013, the position was filled and a Department of Public Safety (DPS) Crash Data Analyst assumed duties and responsibilities prior to the close of Federal Fiscal Year 2013 (FFY 2013).

Data analysis is the foundation for the problem identification for the GHSP staff. Once data is developed and assessed, planning for statewide funding to those problematic areas begins. As part of that granting process, each applying agency is presented with pertinent data, which focuses on their county and then drills down to their specific area of responsibility. This process insures the candidate agency is creating their problem identification and subsequent strategies, based on data related to Vermont's priority traffic safety issues.

GHSP will begin FFY 2014 with a crash data analyst working collaboratively with the VTrans data team to provide specific traffic and crash data directly to GHSP staff and subgrantee partners. The GHSP analyst will also assist VTrans with the collection, production, and distribution of requests for additional information and contact with all the other requests for crash data and information within the state. The analyst will provide requesting agencies with focused geo-mapping, identifying local crash hot spots and utilizing other easily viewable traffic crash indicators. The analyst will provide information relating to crash times (day, hour of the day), locations, and possible causations. This information will assist in developing strategies to address emerging crash trends before they can fully develop or expand. Agencies are required to conduct enforcement activities in high-crash locations, rather than locations which offer high ticket yields.

The GHSP analyst will interpret various source documents related to crash investigations, including police traffic collision reports, police accident reconstruction reports, driver and vehicle records, and Emergency Medical Services (EMS) reports. In addition, the analyst will review and evaluate other information, data, and documents to create a viable system of effective traffic safety data analysis.

The analyst will identify problem areas in statewide collision data collection, reporting data quality and data findings; develop and recommend solutions to support safety improvements at the federal, state, and local levels; and coordinate and lead meetings related to data collection with other agencies as needed.

Timely and effective crash mapping provides the GHSP staff and the program's many partners and subgrantees an important tool in strategy development. The identification of crash "hot spots" and informational integration with on-going and emerging Data Driven Approaches to Crime and Traffic Safety (DDACTS) is crucial. The availability of an in-house data analyst will provide the GHSP staff with a valuable proprietary resource which has not been available during the past year.

**Budget:**

Project #	Traffic Safety Crash Analyst	Budget	Source
1314-2301	Vermont State Police	36,000	§402
1314-4010		36,000	§405(d)
Total		72,000	

**2. Project Title: Annual Safety Belt Survey****Description:**

The GHSP will conduct the FFY 2014 annual observational survey. Observers will conduct the survey in accordance with NHTSA standards, both post-Click It or Ticket mobilization. The survey will correspond with NHTSA's revised uniform criteria, approved for implementation in 2013. FFY 2014 is the second year of a two year contract with consultant Norwich Studies and Analysis Institute (NSAI). NSAI has conducted the GHSP safety belt survey for a number of years, and completed the most recent required uniform criteria revision.

**Budget:**

Project #	Annual Safety Belt Survey	Budget	Source
1314-2311	Norwich Studies and Analysis Institute	37,000	§402

**3. Project Title: Attitude Survey****Description:**

In FFY 2014 the annual August telephone attitude survey will be utilized to measure public attitudes and knowledge, in support of, or as a result of occupant protection, impaired and distracted driving, child passenger safety, speed, and aggressive driving and other highway safety programs or initiatives. The attitude survey contract will go out for bid early in 2014 per state requirements.

**Budget:**

Project #	Attitude Survey	Budget	Source
1314-2310	Contract	6,500	§402
1314-4099		6,500	§405(b)
Total		13,000	

**4. Project Title: Program Evaluation**

GHSP is striving to evaluate one major program area per year. These evaluations are used not only to comply with NHTSA requirements, but to fine-tune programs and help plan resource commitments. The Occupant Protection Assessment is scheduled for completion July 14-19, 2013. GHSP has requested an Occupant Protection for Children assessment in 2014, date TBD.

**Budget:**

Project #	Program Evaluation	Budget	Source
1314-2312	Contracts	40,000	\$402

**5. Project Title: Program Coordination/Data Support**

**Description:**

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, and other assessments/evaluations as scheduled. This staff member also provides support with program evaluation for all education grants and GHSP projects, including site visits.

The position will clearly indicate which portion of the person’s time will be on traffic records and which portion of their time will be community programs. The funding levels should reflect this appropriately and GHSP is fully implementing PARs for those affected.

**Budget:**

Project #	Program Coordination/Data Support	Budget	Source
1314-2300	GHSP Program Coordinator	36,000	\$402

***Evaluation and Data Collection Budget Summary***

Project	Budget	Source
1. Traffic Safety Crash Analyst	37,000	\$402
	37,000	\$405(d)
2. Belt Survey	37,000	\$402
3. Attitude Survey	6,500	\$402
	6,500	\$405(d)
4. Program Evaluation	40,000	\$402
5. Program Coordination/Data Support	36,000	\$402
\$402 Total	156,500	
\$405(d) Total	43,500	
Total All Funds	200,000	

## **Paid Media**

GOAL 1: Deliver media outreach and public education in the most effective and efficient manner to influence the largest possible audience regarding highway safety issues related to Vermont's critical areas of emphasis (CEA's). Furthermore, to successfully reach those segments of the driving public who have been identified as likely to engage in high risk behavior - in particular, impaired driving; improper restraints; speeding; and distracted driving. Periodic assessment of message penetration and reach will be assessed via Nielsen and Arbitron Surveys.

### ***Marketing and Promotion***

The Vermont Highway Safety Alliance (VHSA) a collaboration of State government agencies engaged in marketing and promotional activities, has become a participant in selection of outreach tools and evaluation strategies. Monthly meetings promote ongoing communication on highway safety issues.

### ***Alcohol and Impaired Driving***

#### **1. Project Title: Sports Marketing Campaign**

##### **Description:**

The Sports Marketing Program will use the highway safety message, *Drive Sober or Get Pulled Over*, in places where sport fans congregate so that they are reached audibly through public address announcements, visually through venue billboard signs and website banners, and interactively by having an on-site presence at the venue to connect with fans in a personal way.

The campaign aggregates six sports seasons and includes university athletics, professional baseball, and motorsports for a presence throughout the year. The highway safety campaign for sports will include a presence with the following sports programs in Vermont:

- Vermont Lake Monsters Baseball in Burlington
- University of Vermont Hockey in Burlington
- University of Vermont Basketball in Burlington
- Bear Ridge Speedway in Bradford
- Devils Bowl Speedway in Fair Haven
- Thunder Road International Speedway in Barre

In addition, the *Designated Drivers Are Legendary* pledge program will be developed to complement the above sports campaigns and further reach sports fans and residents across the state. This exclusively created program is designed to assist the message in driving home the importance of using a designated driver and driving sober. Through the sports calendar, fans will be challenged to take a pledge to always drive sober and to use a designated driver when they have been drinking. Fans will have the opportunity to take the pledge at on-site events conducted during the season at the sports venues and online at a website created specifically for this campaign.



Primary target:	18-34 year old Adults (skewed slightly toward men*)
Secondary target:	Adults 18+
Geo Target:	Vermont statewide
Marketing:	PSA announcements, internet, social media, mobile media, and display booth at sporting events.
Measure:	Vendor to meet all expectations per contract

**Budget:**

Project #	Sports Marketing Campaign	Budget	Source
1114-5301	Alliance Sport Marketing	100,000	§164 AL
1414-4094		78,000	§405(d)
Total		178,000	

**2. Project Title: Prom, Graduation, Memorial Day, and July 4<sup>th</sup> Media Buy**

**Description:**

Develop a media plan for DUI enforcement surrounding the celebratory events of Proms, Graduations, Memorial Day, and July 4<sup>th</sup>. The campaign's primary objective is to decrease DUI fatalities and warn Vermonters of the dangers of drinking and driving especially around holidays and celebrations.

Primary target:	16-34 year old Adults (skewed slightly toward men*)
Secondary target:	Adults 18+
Geo Target:	Vermont statewide
Media:	Television, radio, internet, social media, mobile media combined to obtain at least a reach of 60% reach with a frequency of at least three times toward the primary target audience.
Creative:	Develop a :30 television spot, a :30 radio spot, and text ads (to be placed on Google, YouTube, and Facebook)
Measures:	Obtain a campaign reach of at least or greater than 60% with a frequency of at least three times. Measured through Nielsen and Arbitron Surveys

**Budget:**

Project #	Prom, Graduation, Memorial Day, and July 4 <sup>th</sup> Media Buy	Budget	Source
1114-5304	HMC Advertising	100,000	§164 AL
1314-4093		197,000	§405(d)
Total		297,000	

**3. Project Title: Back to School Safety Month/Labor Day**

**Description:**

Develop a media plan and creative messaging for a sustained 2014 DUI enforcement campaign. The campaign's primary objective is to decrease DUI fatalities and warn Vermonters of the dangers of drinking and driving.

Primary target:	21-34 year old Adults (skewed slightly toward men)
Geo Target:	Vermont statewide with an emphasis on the Northeast Kingdom and Franklin County.
Media:	Television, radio, internet, social media (Google, YouTube, and Facebook)
Creative:	Develop a :30 television spot, a :30 radio spot, and text ads (to be placed on Google, YouTube, and Facebook).
Measure:	Obtain a campaign reach of at least or greater than 60% with a frequency of at least three times. Measured through Nielsen and Arbitron Surveys

**Budget:**

Project #	Back to School Safety Month/Labor Day	Budget	Source
1114-5302	HMC Advertising	100,000	\$164 AL
1314-4092		208,500	\$405(d)
Total		308,500	

**4. Project Title: Holiday – Impaired Driving**

**Description:**

Develop a media plan to warn Vermonters of the dangers of drinking and driving especially around the holiday when there are more celebrations.

Primary target:	Adults 18+
Secondary target:	Men 18-34
Geo Target:	Vermont Statewide
Media:	Television, radio, internet, social media (PPC)
Creative:	Develop a :30 television spot, a :30 radio spot, and text ads (to be placed on Google, YouTube, and Facebook)
Measures:	Obtain a campaign reach of at least or greater than 60% with a frequency of at least three times. Measured through Nielsen and Arbitron Surveys

**Budget:**

Project #	Holiday – Impaired Driving	Budget	Source
1114-5303	HMC Advertising	100,000	\$164 AL
1314-4091		225,000	\$405(d)
Total		325,000	

**5. Project Title: Year Round Sustained Alcohol Messaging**

**Description:**

Traditionally, law enforcement agencies (LEA's) throughout Vermont have participated in the National Enforcement campaigns such as *Drive Sober or Get Pulled Over*. Individual LEAs participate in regularly scheduled enforcement, directed by data and described in their sub-grantee agreements. These patrols take place 52 weeks a year. The Vermont State Police have engaged in *Operation Sober Summer*, during the summer of 2013 and will continue to link their impaired driving campaigns to create a series of year round impaired driving enforcement.

To support these constantly ongoing impaired driving efforts, a series equally sustained media campaigns will be created to educate the public and deter driving while impaired. These campaigns will be seasonal and appropriately reflect those periods which engender impaired driving. The campaigns will concur with summer activities; holiday celebrations; sporting events and other calendar mileposts which historically have been recognized as periods of increased impaired driving activities. The messaging will be promote the dangers of incurring financial liability; licensing restrictions; career damage and possible incarceration as consequences of being apprehended while driving under the influence of alcohol.

Primary target:	Adults 18+
Secondary target:	Men 18-34
Geo Target:	Vermont Statewide
Media:	Television, radio, internet, social media (PPC)
Creative:	Develop a :30 television spot, a :30 radio spot, and text ads (to be placed on Google, YouTube, and Facebook)
Measures:	Obtain a campaign reach of at least or greater than 60% with a frequency of at least three times. Measured through Nielsen and Arbitron Surveys

**Budget:**

Project #	Year Round Sustained Alcohol Messaging	Budget	Source
1114-5300	HMC Advertising	1,008,000	§164 AL
1414-4090		150,000	§405(d)
Total		1,158,000	

***Occupant Protection***

**6. Project Title: Click It or Ticket – May Mobilization**

**Description:**

Vermont *Click It or Ticket* messaging is developed based on data review and social marketing concepts. It is targeted to the least-likely safety-belt users in the lowest usage areas of the state. Both the message and its placement are determined by the most current data available. Media creates a public expectation to see enforcement looking for seat belt use, and advises them why it is important.

This campaign, pre and post Memorial Day weekend, is aimed at reaching Vermonters with paid and social media to encourage buckling up at all times. The ultimate goal is to obtain 90% seat belt usage among all Vermonters.

Primary target:	All drivers in the State of Vermont but with primary emphasis on those least likely to use their seat belts: 18-34 year old rural male Vermonters.
Secondary target:	Adults 18+
Geo Target:	Vermont statewide with an emphasis on the Northeast Kingdom Connecticut River Valley, Franklin and Rutland counties.
Media:	Television, radio, internet, social media (Google, YouTube, and Facebook)
Creative:	Develop a :30 television spot, a :30 radio spot, and text ads (to be placed on Google, YouTube, and Facebook)
Measures:	Obtain a campaign reach of at least or greater than 60% with a frequency of at least three times. Measured through Nielsen and Arbitron Surveys

**Budget:**

Project #	Click It or Ticket – May Mobilization	Budget	Source
1314-2501	HMC Advertising	300,000	§402
1414-3011		100,000	§405(b)
Total		400,000	

**7. Project Title: Click-it-or-Ticket - Thanksgiving Holiday Travel**

**Description:**

Develop a media campaign aimed at reaching Vermonters to influence and encourage them to buckle up, especially during the busiest travel holiday of the year.

Primary target:	All drivers in the State of Vermont but with primary emphasis on those least likely to use their seat belts: 18-34 year old rural male Vermonters.
Geo Target:	Vermont statewide with emphasis on the Northeast Kingdom, Connecticut River Valley, Franklin & Rutland Counties.
Media:	Television, radio, internet, social media combined to get at the very least a reach of 60% reach with a frequency of at least three times.
Creative:	Develop a :30 television spot, a :30 radio spot, and text ads (to be placed on Google, YouTube, and Facebook)
Measures:	Obtain a campaign reach of at least or greater than 60% with a frequency of at least three times. Measured through Nielsen and Arbitron Surveys

**Budget:**

Project #	Click It or Ticket – Thanksgiving Holiday Travel	Budget	Source
1314-2501	HMC Advertising	183,000	§402
1414-3011		22,000	§405(b)
Total		205,000	

**8. Project Title: Nighttime Belts**

**Description:**

Of the 77 fatalities in 2012, 30 occurred between the hours of 1800 and 0559. Of these 30 fatalities 14 or 46.6% were not properly restrained. GHSP LELs are designing operational strategies to create a safe, effective, and efficient model to conduct this type of occupant protection enforcement, in selected low use areas. The design will utilize existing street lighting in the state’s urban areas and supplemental portable lighting to illuminate other target areas, such as interstate off-ramps.

Operational deployment will be similar to those tactics used recently in Rhode Island and Connecticut and possibly Reading, Pennsylvania. Enforcement efforts will be conducted periodically during the months of May, June, July, and September of 2014. Locations will be selected based on data and the ability to safety enforce the state's seat belt laws.

Primary target:	All drivers in the State of Vermont but with primary emphasis on those least likely to use their seat belts: 18-34 year old rural male Vermonters.
Geo Target:	Vermont statewide with emphasis on the Northeast Kingdom, Connecticut River Valley, Franklin & Rutland Counties.
Media:	Television, radio, internet, social media combined to get at the very least a reach of 60% reach with a frequency of at least three times.
Creative:	Develop a :30 television spot, a :30 radio spot, and text ads (to be placed on Google, YouTube, and Facebook)
Measures:	Obtain a campaign reach of at least or greater than 60% with a frequency of at least three times. Measured through Nielsen and Arbitron Surveys

**Budget:**

Project #	Nighttime Belts	Budget	Source
1314-2502	HMC Advertising	337,300	\$402

**9. Project Title: Public Information & Materials**

**Description:**

The following materials were distributed in FFY 2013:

- *As an Officer What You Need to Know* – all law enforcement throughout Vermont distributed by DMV
- *Let's Learn About Safety* – Activity book for kids printed as a handout at safety events and county fairs
- *Fees and Fines Card* – distributed to law enforcement agencies throughout VT for *Click It or Ticket*
- Governor's Highway Safety 12-month Calendar – distributed to all law enforcement subgrantees.

**Budget:**

Project #	Public Information & Materials	Budget	Source
1314-2510	Department of Buildings and Services	15,000	\$402
1314-4095		15,000	\$405(d)
Total		30,000	

**Press Releases**

Press releases are sent statewide after every event in addition to the special celebratory events for example.

- February Super Bowl Sunday (PRESS RELEASE)
- March St. Patrick's Day (PRESS RELEASE)
- April National Distracted Driving Month (PRESS RELEASE)

***Paid Media Budget Summary***

<b>Project Title</b>	<b>Budget</b>	<b>Source</b>
1. Sport Marketing Campaign	100,000	\$164 AL
	78,000	\$405(d)
2. Prom, Graduation, Memorial Day, and July 4th Media Buy	100,000	\$164 AL
	197,000	\$405(d)
3. Back to School Safety Month/Labor Day	100,000	\$164 AL
	208,500	\$405(d)
4. Holiday – Impaired Driving	100,000	\$164 AL
	225,000	\$405(d)
5. Year Round Sustained Alcohol Messaging	1,008,000	\$164 AL
	150,000	\$405(d)
6. Click It or Ticket – May Mobilization	300,000	\$402
	100,000	\$405(b)
7. Click-it-or-Ticket - Thanksgiving Holiday Travel	183,000	\$402
	22,000	\$405(b)
8. Nighttime Belts	337,300	\$402
9. Public Information & Materials	15,000	\$402
	15,000	\$405(d)
\$164 AL Total	1,408,000	
\$402 Total	835,300	
\$405(b) Total	122,000	
\$405(d) Total	873,500	
Total All Funds	3,238,800	

**Planning and Administration**

GOAL 1: To provide the management, supervision, and support services for the activities necessary to operate the traffic safety program in the State of Vermont.

**1. Project Title: GHSP Planning and Administration**

**Description:**

Costs associated with planning and administration are as follows:

Personnel: Salaries and related expenses for:

- GHSP Chief
- DPS Grants Manager
- Administrative Assistant

- Operating Expenses:
- Access to VISION, the State of Vermont accounting system
  - Advertising – Print
  - Fee for Space
  - Storage
  - Office Supplies
  - Postage

- Printing and Binding
- Rental of Copier/Fax/Printer/Scanner
- Other Purchased Services

Dues: GHSA dues

Indirect Costs The Department of Public Safety (DPS) has a federally approved indirect cost rate of 25.5% which is applied to all costs except equipment and subgrant payments. GHSP policy limits indirect rates to 25%.

**Budget:**

Project #	Planning and Administration	Budget	Source
1314-0000	GHSP Chief	53,000	§402
1314-5060		53,000	§164 AL
1314-0002	DPS Grants Manager	40,000	§402
1114-5061		40,000	§164 AL
1314-0001	Administrative Assistant	10,000	§402
1314-0003	VISION	3,000	§402
1314-0004	Operating Expenses	38,000	§402
1114-5062		8,200	§164 AL
1314-0005	GHSA Dues	4,500	§402
1314-0006	Indirect Costs	80,500	§402
1114-5063		6,800	§164 AL
Total		337,000	

***Planning and Administration Budget Summary***

Project Name	Budget	Source
GHSP Chief	53,000	§402
	53,000	§164 AL
DPS Grants Manager	40,000	§402
	40,000	§164 AL
Administrative Assistant	10,000	§402
VISION	3,000	§402
Operating Expenses	38,000	§402
	8,200	§164 AL
GHSA Dues	4,500	§402
Indirect Costs	80,500	§402
	6,800	§164 AL
§402 Total	229,000	
§164 AL Total	108,000	
Total All Funds	337,000	

## §405(b) Occupant Protection



### Program Background

#### Program history

The following table illustrates a twelve year history of certified seat belt use in Vermont. This protracted history is provided to better illustrate the program’s history and background. Please note, in year 2001, the use rate was 67.4%. The following year, 2002, Vermont implemented the state’s first *Click It or Ticket* campaign and the rate rose dramatically to 84.9%, a stunning increase, exceeding 15%. Roughly translated, this means approximately 90,000 more motorists were wearing seat belts than the previous year. Unfortunately, since 2002, the subsequent periodic increases have been slight and not sustained. With this in mind, GHSP continues to redesign the state’s occupant protection (OP) program, stringently focused on the program’s projected goals. The GHSP will continue to develop creative, strategic, data based approaches to influence the 15% of Vermonters who have yet to be convinced that wearing a seat belt may be a lifesaving decision.

#### *Vermont’s seat belt use rate (2001-2012)*

Year	Belt Use Rate	3-Year Average
2002	84.9%	
2003	82.4%	
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%
2012	84.2%	84.7%

Vermont is the second least populated state in the nation, with approximately 626,000 inhabitants. Wyoming reporting a population of about 576,000 is the only less populated state. But, it should be noted, Wyoming consists of approximately ten times the land area of Vermont. Vermont by comparison is listed as the sixth smallest state in the union. The following demographic insights will provide the reader with a glimpse of the status of the OP program in Vermont.

Vermont’s population is distributed unevenly across fourteen counties and the state is most accurately described as rural. The highest single population center is located in the Chittenden County region, which includes Burlington, South Burlington, Williston, Shelburne, Essex, Winooski, Colchester, and Milton. The seat



belt use rate has traditionally varied by as much as 15% from the highest use, observed in Chittenden County, to the county of lowest observational use, which is Franklin County. The following chart demonstrates use rates by regions. Please note although there are fourteen counties in Vermont, some of these counties have been combined for reporting consistency and accuracy.

**Vermont 2012 Safety Belt Use Survey**

Region	Use Rate	Population (2010 census)
Chittenden County	88.0%	156,545
Bennington/Addison Counties	85.6%	73,946
Franklin/Grand Isle Counties	73.5%	54,716
Orleans, Caledonia, Essex Counties	77.4%	64,764
Rutland County	86.4%	61,642
Washington/Lamoille Counties	87.6%	84,009
Windham/Orange/Windsor Counties	84.2 %	130,110
Statewide Use Rate	84.2%	625,732

**Vermont Map**



***Vermont State Police Barracks Participating in Sustained Occupant Enforcement, FFY 2014***

The Vermont State Police is organized into 12 Barracks and one Outpost, covering all 14 Vermont Counties

<b>Barracks</b>	<b>County/Counties Covered</b>
Bradford	Orange
Brattleboro	Windham
Derby	Orleans and Essex
Lamoille Outpost	Lamoille
Middlesex	Washington
New Haven	Addison
Rockingham	Windham
Royalton	Windsor
Rutland	Rutland
Shaftsbury	Bennington
St. Albans	Franklin and Grand Isle
St. Johnsbury	Caledonia and Essex
Williston	Chittenden

***Local Police Agencies/Constables Participating in Sustained, Occupant Protection Enforcement for FFY 2014***

<b>Law Enforcement Agency</b>	<b>County</b>	<b>Town/City Population</b>
Barre Town Police Dept.	Washington	9,052
Bennington Police Dept.	Bennington	15,737
Berlin Police Dept.	Washington	2,864
Brandon Police Dept.	Rutland	3,917
Brattleboro Police Dept.	Windham	12,005
Castleton Police Dept.	Rutland	4,367
Essex Police Dept.	Chittenden	18,626
Fair Haven Police Dept.	Rutland	2,928
Hartford Police Dept.	Windsor	10,367
Ludlow Police Dept.	Windsor	2,449
Manchester Police Dept.	Bennington	4,180
Middlebury Police Dept.	Addison	8,183
Morristown Police Dept.	Lamoille	5,139
Newport Police Dept.	Orleans	5,005
Northfield Police Dept.	Washington	5,791
Norwich Police Dept.	Windsor	3,544
Poultney Constable	Rutland	7,954
Rutland City Police Dept.	Rutland	17,292
Shelburne Police Dept.	Chittenden	6,944
Shelburne Police Dept. SHARP	Chittenden	

Law Enforcement Agency	County	Town/City Population
Springfield Police Dept.	Windsor	9,078
St. Albans Police Dept.	Franklin	5,086
Stowe Police Dept.	Lamoille	4,339
Swanton Village Police Dept.	Franklin	6,203
Vergennes Police Dept.	Addison	2,741
Wilmington Police Dept.	Windham	2,225
Windsor Police Dept.	Windsor	3,756
Winhall Police & Rescue	Bennington	769
Woodstock Police Dept.	Windsor	3,232

***Vermont's High Risk Population Countermeasure Program***

**Seat belt Use Rate by County (In some cases grouped for accuracy)**

Region	Seat Belt Usage Rate			
	High	Medium	Low	Total
Chittenden County	89.4%	79.0%	0.0%	88.0%
Bennington/Addison	80.9%	86.1%	87.3%	85.6%
Franklin/Grand Isle *	71.5%	75.0%	69.8%	73.5%
Northeast Kingdom*	0.0%	78.5%	75.3%	77.4%
Rutland County	86.7%	86.9%	81.8%	86.4%
Washington/Lamoille	88.2%	88.1%	80.0%	87.6%
Windham/Orange/Windsor	82.3%	85.5%	88.4%	84.2%
Statewide Rate				84.2%
Standard Error				0.3%

\*Highlighted Counties: Northeast Kingdom: (Essex, Caledonia, and Lamoille counties) and Franklin County will be areas of focus. Existing *Click It or Ticket* teams will be deployed to address low use rates. GHSP will work with all existing Vermont Highway Safety Alliance (VHSA) partners to focus education and enforcement efforts directly into these focus areas. VHSA partners will engage in local operations centered on individual town centered presentation by local highway departments and other representative members' local communities. This will allow for maximum message penetration reaching identified, low use target demographic.

### Targeted Low Use Demographics

Detailed Usage Rates						
Safety Belt Usage Rate for:	Males	Females	Cars	Vans	SUVs	Pickup Trucks
Chittenden County	84.9%	92.2%	89.6%	90.8%	89.5%	74.3%
Bennington/Addison	81.3%	90.8%	90.2%	89.8%	87.4%	69.8%
Franklin/Grand Isle	63.6%	80.6%	74.8%	82.9%	77.5%	58.1%
Northeast Kingdom	70.1%	86.2%	83.5%	78.8%	84.2%	59.6%
Rutland County	80.3%	93.0%	88.9%	88.1%	92.2%	74.6%
Washington / Lamoille	82.3%	91.4%	89.5%	92.8%	93.1%	71.3%
Windham/Orange/Windsor	79.2%	91.1%	88.0%	87.8%	89.0%	69.7%
Statewide	78.9%	90.3%	87.4%	88.0%	88.4%	69.3%

\*Highlighted demographics: In addition to strategic geographical deployment, GHSP will emphasis focused attention toward males, 18 to 34 years of age, operating pickup trucks in all indicated areas.

### Federal Fiscal Year 2013 Activities

During FFY 2013 Vermont’s Governor’s Highway Safety Program (GHSP), will work to improve the quality and performance of the OP program. During these months a continued emphasis has been placed on sustained enforcement, based on real time data. Although the national *Click It or Ticket* (CIOT) enforcement campaigns are the cornerstone events of the state’s Occupant Protection (OP) program, funding is provided to partnering agencies to engage in OP enforcement and education throughout the year. These OP projects are specifically based on data, supported by crash mapping explicitly identifying those areas which are prone to crashes involving unbelted/unrestrained occupants. In particular, GHSP has identified distinct geographical areas which historically experience low belt use. Coincidentally all three of these areas are agricultural, with small towns connected only by a series of rural roadways. County sheriffs, Vermont State Police barracks personnel, small local agencies, and town constables conduct OP enforcement on these archaic rural road systems. These low seat belt use counties of Vermont are:

- a. The Northeast Kingdom (Caledonia, Essex, and Orleans Counties)
- b. Franklin County (Northwest Vermont, adjacent to the Canadian border)
- c. The Connecticut River Valley (Windsor, Windham Counties)

Although the overall state seat belt use rate is 84.2% (2012), these three areas average a use rate in the mid 70% range. GHSP has developed and funded a *CIOT* enforcement task force which is periodically deployed across the major roadways in these three low use areas. The multi-agency cooperative, high visibility enforcement events have been effective in amplifying the media message which is specifically designed to reach the prime demographic engaged in low belt use. In particular, the current media message targets males, 18 to 34 years of age who drive pickup trucks. One aspect of the media plan also focuses on teenage drivers by using teen age actors to deliver the seat belt message as a peer exchange. These “Buckle Up” videos have also been promoted via the use of social network by GHSP’s media consultant. In addition, GHSP engages a majority of state, county, and local law enforcement agencies, along with educational and emergency response partners by funding subgrantees to engage in aggressive OP efforts throughout these data identified regions.

During 2012, GHSP staff was instrumental in the creation of the Vermont Highway Safety Alliance (VHSA). All three of GHSP’s Federal partners (NHTSA, FMCA, and FHWA) are active members. In addition to federal agencies

a collection of appropriate state and private sector partners are current participants. The VHSA executive board meets on a monthly basis with a general membership meeting held quarterly. VHSA has recently finished updating the Vermont Strategic Highway Safety Plan which has not been amended since its initial creation in 2005. Occupant Protection is one prime issue addressed in the six Critical Areas of Emphasis (CEA's). *Law Enforcement* and *Outreach* focus groups work collaboratively with all participating partners to enhance the importance of proper use of restraints.

It should also be noted, GHSP has recently engaged the Vermont Department of Health (VDH) to manage the state's Child Passenger Safety Program. The CPS program has more than one hundred currently certified CPS technicians, located in every county throughout the state. The immediate strategy places the operational aspect of the CPS program at the local grassroots level, allowing VDH the opportunity to reach parents and teens with other traffic safety outreach and education.

GHSP's law enforcement subgrantees are spread strategically through all of the fourteen Vermont counties, providing coverage for more than 70% of the state's total population of 626,000 people. All fourteen county sheriffs are engaged in OP efforts, working collaboratively with the Vermont State Police (VSP) and more than sixty local/municipal agencies to provide blanket coverage of the population.

Vermont is fortunate to have law enforcement officers whose authority to enforce OP laws is not limited to their particular territorial area of responsibility. One of the collateral benefits of Vermont law enforcement officers statewide jurisdiction enables the mobility of the CIOT task force to be effective to those areas in need of focused enforcement. Officers are deployed in a wide range of strategies to maximize effectiveness. Obviously, real time data facilitates the targeted saturation of low use areas. In addition, OP checkpoints are utilized in such fashion that they minimize motorist inconvenience and are not subjected to the stringent requirements of Impaired Driving checkpoints.

During FFY 2013, GHSP recruited a second Law Enforcement Liaison (LEL) contractor. This LEL, a retired Vermont State Police (VSP) Major and a former Commander of VSP's Field Forces. He has an outstanding professional history in traffic safety and led the first Data Driven Approaches to Crime and Traffic Safety (DDACTS) in Vermont. This particular contractor will focus on the northern portion of the state. Within his scope of work, he will be tasked with the design and implementation of operational strategies to accelerate law enforcement agency's active participation in sustained seat belt enforcement.

The GHSP Law Enforcement Program Coordinator maintains an extremely detailed system of tracking individual LEA activities and performance. This includes formulas to provide comparisons of the effectiveness and efficiency of each LEA subgrantee. This information and data is used to determine the value of outputs contributed by the subgranted agencies. This is an invaluable metric in determining patrol patterns; officer engagement; public contact and the degree of enforcement visibility. These evaluations are instrumental in determining productivity and effect continued or future funding for a particular project. Through this careful and impartial analysis it has become apparent that LEAs need to come into compliance with their certified "No tolerance to occupant protection violations". This is one of the issues which will be directly addressed by the LEL cadre in FFY 2014.

Late in FFY 2013, NHSTA provided Vermont with an Occupant Protection assessment. GHSP will use that assessment as a roadmap to facilitate continuing improvement to the OP program. This assessment is the most recent assessment provided to Vermont by NHSTA. During the last 18 months NHTSA has conducted program assessments in: Driver's Education; Impaired Driving; and Traffic Records as well as a Management Review.

These assessments and the Management Review have greatly assisted the staff in the development of effective and efficient program management skills.

## **Qualification Criteria for All States FFY 2014:**

### **Occupant Protection Plan**

The GHSP staff is committed to continuing the programmatic progress and successes achieved in FFY 2013. In response to the requirements of the provisions defined in Moving Ahead for Progress in the 21 Century (MAP-21), section 1200.21, the GHSP staff has designed and will implement strategies compliant with the provisions and requirements delineated in MAP-21. By the MAP-21 definition, Vermont is categorized as a “*Lower Belt Rate Use State*”, reporting a belt use rate of 84.2%. (It should be noted, “*High Belt Rate Use States*” are those reporting a 90% or higher use rate). Currently Vermont is a secondary seat belt use law state, but the components of the statute meet the requirements, as stated in the aforementioned section. A copy of the applicable statute(s) is included with this application.

Entering into FFY 2014, Vermont continues to provide consistent, efficient, and sustained programmatic oversight of the state’s Occupant Protection (OP) program. The staff will utilize the July 2013 OP assessment to evaluate critical information, recommendations, and advisories for the continued development and management of an effective and productive OP program.

GHSP provides funding to the Vermont State Police for enforcement of the occupant protection laws in each of the fourteen counties. In addition, all of the fourteen sheriff’s department’s occupant protection efforts are supported with funds distributed by GHSP through the state’s enforcement grants process. A third layer of enforcement comes collectively from the local municipal agency and individually for constables, working in smaller geographical venues. Combined, Vermont law enforcement agencies provide enforcement coverage for all defined specific areas of the state.

Working in harmony with the recently revised Strategic Highways Safety Plan (SHSP), GHSP staff will continue strong relationships with our traditional federal, state, and local partners, as well as those other partners entering into the Vermont traffic safety community.

The GHSP staff participates in all aspects of the various behavioral programs associated with the VHSA. (Highway Safety) Education, Engineering, and Emergency Response issues are all components of VHSA, but managed by other partners.

VHSA’s OP outreach program will be enhanced by the addition of a “grass roots persona” enabling those outreach activities can be delivered at the most primary local level with assistance of the VHSA partners. GHSP staff will continue to participate in a series of Regional Traffic Safety Forums and use these community meetings as a platform to deliver clear and effective “Buckle Up” messages. To date, there have been three of these forums that have provided GHSP with new opportunities for face-to-face communication with diversified sections of the general public. This has been, and will continue to be, an excellent opportunity to provide community leadership, training, and technical assistance to other state agencies and local occupant protection programs and projects.

The Vermont Occupant Protection Task Force, led by the GHSP LEL’s will continue to function in partnership with the leadership of the VHSA Executive Board. The Task Force is developing a framework to meet quarterly and will remain in communication throughout the year. The task force leadership will be assisted by all three federal

partners: NHTSA, FHWA, and FMCA, in addition to the applicable state/local and non-governmental organizations (NGOs).

The GHSP staff works closely with the state's media contractor to create, design, and disseminate effective and focus media messaging to promote increasing levels of occupant protection. The targeted audience will remind those who have not been persuaded to utilize appropriate occupant protection devices. In particular, those males, in the 18-34 year age group who operate pick-up trucks. This demographic is strikingly synonymous with many members of Franklin County and Northeast Kingdom communities. Supported by this messaging, earned media provides local outreach, through regional outlets, press, radio, television, social media, and in-place interaction with the community members at sponsored events and gatherings.

It should be noted, the 15% of Vermonters not properly restrained have been reluctant to respond to classic social-norming message strategies. FFY 2014 OP media strategy will take a more direct and dynamic approach. The standard *Click It or Ticket* messaging will be immediately reinforced by (yet) stronger enforcement messages. This more direct approach will be supported by a comparative increase in law enforcement attention to those who still remain without proper restraints.

### ***Occupant Protection Strategies***

1. Continue harmonization with occupant protection strategies described in the recently revised Vermont Strategic Highway Safety Plan (SHSP) and those listed in the FFY 2014 Highway Safety Plan.
2. Occupant Protection Assessment will be conducted by NHTSA during July 2013, prior to the required deadline of September 1, 2013.
3. GHSP has designated a member of the staff as the "Occupant Protection Coordinator" with primary responsibility for all issues relating to the OP program.
4. Enhance the use of data and research to select the most effective and efficient disbursement of grant funding to achieve increased levels of occupant protection. Focus efforts on the two lowest use areas in the state, (Franklin County and the Northeast Kingdom counties).
5. Provide all traditional and non-traditional partners with leadership, training, and technical assistance for all occupant protection efforts throughout the state.
6. Monitor changes in seat belt survey results to efficiently re-deploy resources in areas of the state experiencing low or declining use rate.
7. In addition to Vermont's annual participation in the National *Click It or Ticket* enforcement campaign, provide opportunities for law enforcement agencies to engage in sustained, yearlong, overtime enforcement of occupant protection laws.
8. Utilize specific data relating to crashes involving unrestrained occupants, unbelted fatalities, and serious injuries to determine the most effective deployment of resources.
9. Provide statewide occupant protection public education and information through paid and earned media campaigns in conjunction with law enforcement mobilizations and special specific geographically focused OP campaigns.
10. Support occupant protection enforcement efforts with sustained educational programs linking media to community outreach.
11. Conduct nighttime seat belt enforcement based on crash data in selected target locations.
12. Require all participating law enforcement agencies to re-submit department policies relating to "zero tolerance for seat belt violations" and written policies for employee seat belt use.

13. Law Enforcement Liaisons (LEL) will assist law enforcement agencies with technical assistances in issues relating to OP enforcement strategies.
14. Recruit an increased number of law enforcement agencies to participate in “nighttime seat belt enforcement”.
15. Promote increased accuracy in the reporting of occupant protection information detailed on the police crash reporting forms and ultimately into the statewide crash reporting system.
16. Utilize the Vermont Highway Safety Alliance to coordinate local education and outreach through periodic “Regional Traffic Safety Forums”.
17. Increase cooperation and partnerships with the Departments of Education and Health to provide education, direction, and outreach for younger drivers.
18. Continue supporting American Association of Retired Persons (AARP) programs for education focused on older drivers.
19. Improve OP programs in eclectic workplaces by continued support of “Operation Worksafe”.
20. Continue to provide Child Safety Seats statewide in recognized distribution/fitting stations for low-income families.
21. Continue Adult/Child Safety Belt Surveys, and Boosters to Belts education statewide through presentations, brochures, etc.
22. Support Child Passenger Safety (CPS) Training using the current NHTSA standardized curriculum.
23. Support the Department of Health in providing a sustainable statewide network of CPS technicians, fitting stations, and community and parental education relating to the CPS program.

***Occupant Protection Performance Measures***

1. Evaluate GHSP’s compliance with the recommendations provided by the July 2013, NHTSA, Occupant Assessment.
2. Increase the seat belt use in the two lowest geographical areas (Franklin and the Northeast Kingdom) to 80%.
3. Reduce the number of major crashes involving improperly restrained occupants by 10% between 2012-2016.
4. Increase the number of law enforcement agencies (LEAs) participating in the national *Click It or Ticket* enforcement campaign to 70 agencies.
5. Increase the number of LEA subgrantees participating in year-long sustained OP enforcement activities to 53 based on crash data and seat belt use rate.
6. Increase the number of law enforcement agencies participating in “nighttime seat belt enforcement”.
7. Gauge increase in accuracy of LEA entry of seat belt data on police crash form and ultimately into the crash reporting system via the data analyst.
8. Evaluate the results of GHSP participation in Regional Traffic Forums by conducting a survey of attendees.
9. Determine the increase of CPS fitting stations, inspections, trainings, and certified instructors.



## Participation in Click-it-or-Ticket National Mobilization

Vermont has participated in the *Click It or Ticket* national mobilization every year since 2002. Vermont’s initial participation in CIOT increased the seat belt use rate from 67% in 2001 to 84% following CIOT in 2002. Law Enforcement Agency participation in CIOT is encouraged and is considered as a positive factor when determining the level of agency funding during the annual grant proposal award process. In addition, actively participating agencies are provided with opportunities to achieve eligibility for the GHSP equipment incentive program.

In FFY 2014 LEL’s will continue to distribute NHTSA produced Products for Enforcement Kits (PEAK) to participating LEAs. These PEAKs provide LEAs with information and pre-prepared media material to conduct public outreach and education relating to the upcoming or ongoing CIOT campaign. In addition, the Vermont Agency of Transportation (VTrans) will continue to provide no-cost use of variable message boards, (VMB) placed in high traffic locations. These VMBs will deliver a variety of CIOT messaging to the motoring public.

The GHSP LELs will organize strategic operational plans, focusing high visibility resources to enforce occupant protection laws throughout the state. The Vermont State Police Traffic Operations commander has coordinated all available resources to engage in cooperative, inter-agency enforcement during the May *Click It or Ticket* campaign. These efforts will be joined by local and county law enforcement officers. Each of the fourteen Vermont counties will be saturated with enforcement efforts. Data and intelligence will be utilized to focus, particular attention on the three low use areas in the state. Each participating agency has agreed to engage in a “no tolerance for occupant protection violations” policy. The CIOT enforcement will be supported by a strong and penetrating outreach campaign, supported by earned and paid media. The FFY 2013 CIOT television message was produced, on-site, in the city of Newport, in the Northeast Kingdom. In that message the Commissioner of Public Safety (a long time resident and former local prosecutor), stood in front of a recently wrecked vehicle and delivered the CIOT message.

In addition to the CIOT Mobilization funding, the Vermont State Police, the fourteen Sheriff’s Departments, and 45 municipal and local police agencies receive funding for ongoing and periodic seat belt and child restraint enforcement. Please see the Seat Belt Enforcement section under “Additional Qualification Criteria for Lower Seat Belt Use Rate State”. A total of \$900,000 is planned for these activities.

### ***CIOT Mobilization Grants***

Project #	Subgrantee	Amount	Source
1314-1060	Addison County Sheriff's Dept.	8,000	\$402
1314-1061	Bennington County Sheriff's Dept.	10,000	\$402
1314-1062	Caledonia County Sheriff's Dept.	15,000	\$402
1314-1063	Essex County Sheriff's Dept.	15,000	\$402
1314-1064	Franklin County Sheriff's Dept.	15,000	\$402
1314-1065	Grand Isle County Sheriff's Dept.	10,000	\$402
1314-1066	Lamoille County Sheriff's Dept.	8,000	\$402
1314-1067	Orange County Sheriff's Dept.	8,000	\$402
1314-1068	Orleans County Sheriff's Dept.	8,000	\$402
1314-1069	Rutland County Sheriff's Dept.	8,000	\$402
1314-1070	Shelburne Police Dept. (Chittenden County SHARP)	16,000	\$402
1314-1071	Vermont State Police, Traffic Safety	30,000	\$402
1314-1072	Washington County Sheriff's Dept.	8,000	\$402
1314-1073	Windham County Sheriff's Dept.	8,000	\$402

Project #	Subgrantee	Amount	Source
1314-1074	Windsor County Sheriff's Dept.	8,000	\$402
Total		175,000	

## Child Restraint Inspection Stations

Vermont GHSP transitioned the Child Passenger Safety (CPS) program from one subgrantee to another during early FFY 2013. The current subgrantee, the State of Vermont Department of Health (VDH) Preparedness and Emergency Medical Services is well positioned to provide CPS coverage to communities in all fourteen counties throughout the state. VDH has direct linkage and working access to many Emergency Medical Technicians (EMTs) and other health professionals, who are also certified CPS technicians. The EMS section of VDH divides the state into ten geographical areas of responsibility. This allows centralized and standardized operational control, but local and extended outreach.

The following is a list of operating fitting stations, fully covering communities throughout the state. Depending on the size of the community and number of certified CPS technicians in house, fitting stations operate by appointment and/or hold one or two regular days with drop-in hours each month. Additionally, the statewide program coordinates an annual schedule of inspection events statewide on an April-October calendar, including the September National Child Passenger Safety Week and National Seat Check Saturday. Local fitting stations, technicians, and community partners help to promote and support the inspections. Crash and injury data is reviewed to help determine priority locations for these events where the public visibility and presence will help to educate about proper child occupant protection.

### *Vermont fitting stations*

<b>Addison County</b>
Bristol Police Dept. Fitting Station
<ul style="list-style-type: none"> <li>• Middlebury Volunteer Ambulance Fitting Station</li> <li>• Vergennes Area Rescue Fitting Station</li> <li>• Vergennes - Tapestry Midwifery</li> </ul>
<b>Bennington County</b>
<ul style="list-style-type: none"> <li>• Bennington Rescue Squad</li> <li>• Winhall Police Dept. Fitting Station</li> </ul>
<b>Caledonia County</b>
<ul style="list-style-type: none"> <li>• Lyndon Rescue, Inc. c/o Lyndon Fire</li> <li>• St. Johnsbury - Caledonia Co. Sheriff's Dept. Fitting Station</li> <li>• St. Johnsbury Police Dept. Fitting Station</li> </ul>
<b>Chittenden County</b>
<ul style="list-style-type: none"> <li>• Burlington - Fletcher Allen Health Care</li> <li>• Colchester Police Dept.</li> <li>• Essex Rescue Fitting Station</li> <li>• Richmond Rescue Fitting Station</li> <li>• Shelburne Police Dept. Fitting Station</li> </ul>

<ul style="list-style-type: none"> <li>• South Burlington - Kids City Fitting Station</li> </ul>
<ul style="list-style-type: none"> <li>• South Burlington Police Dept. Fitting Station</li> </ul>
<ul style="list-style-type: none"> <li>• Underhill-Jericho Fire Fitting Station</li> </ul>
<ul style="list-style-type: none"> <li>• Williston Fire Dept. Fitting Station</li> </ul>
<ul style="list-style-type: none"> <li>• Winooski Police Dept. Fitting Station</li> </ul>
<b>Essex County</b>
<ul style="list-style-type: none"> <li>• Guildhall - Essex County Sheriff's Dept.</li> </ul>
<b>Franklin Co</b>
<ul style="list-style-type: none"> <li>• St. Albans Franklin Co. Fitting Station/NW Counseling and Support Services</li> </ul>
<b>Grand Isle County</b>
<ul style="list-style-type: none"> <li>• North Hero - Grand Isle Sheriff Fitting Station</li> </ul>
<b>Lamoille County</b>
<ul style="list-style-type: none"> <li>• Johnson - Northern EMS</li> </ul>
<ul style="list-style-type: none"> <li>• Morrisville - Copley Hospital Fitting Station</li> </ul>
<ul style="list-style-type: none"> <li>• Morrisville Mobile Fitting Station</li> </ul>
<b>Orange County</b>
<ul style="list-style-type: none"> <li>• Randolph - Gifford Medical Center Fitting Station</li> </ul>
<ul style="list-style-type: none"> <li>• Vermont State Police- Bradford</li> </ul>
<b>Orleans County</b>
<ul style="list-style-type: none"> <li>• Barton Rescue</li> </ul>
<ul style="list-style-type: none"> <li>• Derby Line Ambulance Fitting Station</li> </ul>
<b>Rutland County</b>
<ul style="list-style-type: none"> <li>• Rutland - Regional Ambulance Service Fitting Station</li> </ul>
<b>Washington County</b>
<ul style="list-style-type: none"> <li>• Barre Fire Dept. Fitting Station</li> </ul>
<ul style="list-style-type: none"> <li>• Berlin Fire Dept. Fitting Station at Central Vermont Medical Center</li> </ul>
<ul style="list-style-type: none"> <li>• Montpelier Fire Dept.</li> </ul>
<ul style="list-style-type: none"> <li>• Waitsfield - Mad River Valley Ambulance Service Fitting Station</li> </ul>
<b>Windham County</b>
<ul style="list-style-type: none"> <li>• Brattleboro Police Department Fitting Station</li> </ul>
<ul style="list-style-type: none"> <li>• Brattleboro - Rescue Inc. Fitting Station</li> </ul>
<ul style="list-style-type: none"> <li>• Rockingham - Bellows Falls Fire Dept. Fitting Station</li> </ul>
<ul style="list-style-type: none"> <li>• Wilmington - Deerfield Valley Rescue Fitting Station</li> </ul>
<b>Windsor County</b>
<ul style="list-style-type: none"> <li>• Hartford Fire Dept. Fitting Station</li> </ul>
<ul style="list-style-type: none"> <li>• Springfield Hospital Fitting Station</li> </ul>
<ul style="list-style-type: none"> <li>• Windsor Fire Dept. Fitting Station</li> </ul>

### ***Grant for child safety seats***

<b>Project #</b>	<b>Subgrantee</b>	<b>Amount</b>	<b>Source</b>
1414-3000	Vermont Department of Health	10,000	§405(b)

### **Child Passenger Safety Technicians**

The Vermont Child Passenger Safety program will continue to recruit, train, and maintain a network of 80 – 100 certified safety seat technicians who educate parents, families, and health and safety professionals. Technicians are located in EMS, law enforcement, fire and rescue, and healthcare settings; their activities include operation of fitting stations and inspections and associated public outreach campaigns/events (e.g. community or school-based health and safety fairs) focused on proper installation, providing and promoting the income-eligible seat program and providing a statewide telephone helpline and a website with child passenger safety information and resources for parents and educators. The two full-time VDH program positions are both required to be certified technicians.

The national Basic Certification course and technical update trainings with CEUs offered are held annually. In FFY 2014, VDH will work to partner with other NHTSA Region 1 CPS programs to develop and promote inter-state New England CEU trainings and encourage Vermont technicians to participate, making access to quality opportunities affordable and accessible. VDH will also be exploring incorporation of CPS training modules into their existing EMS online offerings as the program goes forward. Technicians are supported with educational materials including Safe Ride News subscriptions, LATCH manuals, and resources for community education, as well as, monitoring and technical assistance. Data is collected to determine outreach needs, clients served, and seats distributed along with monitoring technicians and instructors' national 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 held on an as needed or requested basis. Additionally, in FFY 2014 the existing VDH Emergency Medical Services for Children Advisory Committee will include appropriate CPS stakeholders to provide a forum and guidance to further develop the statewide CPS program and technician capacity-building.

### ***Grant for technician training***

<b>Project #</b>	<b>Subgrantee</b>	<b>Amount</b>	<b>Source</b>
1314-1060	Vermont Department of Health	8,000	§405(d)

### **Maintenance of Effort**

Please see Part 1 of Appendix D.

### **Additional Qualification Criteria for Lower Seat Belt Use Rate State**

States must meet at least three of the following criteria:

#### **Primary Enforcement Seat Belt Use Law**

Vermont does not meet this criterion.

## **Occupant Protection Laws**

Vermont does not meet this criterion.

## **Seat Belt Enforcement Plan**

Vermont is fortunate, as all sworn law enforcement officers have statewide jurisdiction and the authority to enforce criminal and traffic laws throughout the state. This facilitates the multi-agency deployment of operational resources in traditional low use and high traffic areas. A review of data clearly demonstrates those three general areas of Vermont will continue to garner specific focused attention. LEAs will continue to conduct highly publicized, multi-agency, seat belt checkpoints in those areas which are identified by data as low use sectors.

In FFY 2013, VT LEAs conducted a number of cross border seat belt enforcement events with LEAs in New York, Massachusetts, and New Hampshire, as well as, at the Canadian border with that country's local LEAs, joined by provincial resources and US Federal law enforcement officers. This effective, cooperative approach was unique and quite successful. Cross border enforcement will continue through FFY 2014 and provide the state with a sustained array of enforcement partners.

In FFY 2014, as in past years, the Vermont State Police are funded to perform seat belt enforcement in all fourteen Vermont counties. In addition, all fourteen county sheriffs are also funded to enforce violations of the state's seat belt law. Enhancing this coverage is year round participation in grant funded enforcement by local police agencies and a number of constables. This interlocking coverage provides a dynamic high visibility presence throughout the year, in all general areas of the state. Each of these subgrantees has submitted a signed agreement pledging "no tolerance for occupant protection violations".

In addition to Vermont's active participation in the National *Click It or Ticket* campaign, the GHSP Law Enforcement Liaisons will continue to encourage stringent enforcement of the state's existing secondary seat belt law. In support of continued and sustained enforcement, public outreach will be enhanced by partnerships developed within the membership of the Vermont Highway Safety Alliance (VHSA) which will provide local flavored messaging opportunities to change the behavior of those who have yet to be convinced to simply buckle up to save their lives.

With the addition of the second LEL during the spring of 2013, GHSP is provided with an opportunity to expand Vermont's enforcement strategies. Selected municipal agencies will collaborate with the Vermont State Police to conduct periodic cooperative nighttime seat belt enforcement events. A review of crash data indicate a higher percentage of unbelted fatalities are occurring during nighttime hours when standard seat belt enforcement is lacking. LELs are designing a plan to utilize existing street lighting in the state's urban areas and supplemental portable lighting to illuminate target areas, such as interstate off-ramps. Operational deployment will be similar to those tactics used recently in Rhode Island and Connecticut.

In addition to the Vermont State Police and each of the fourteen sheriff's departments, 50 municipal and local police agencies participate in the State's *Click It or Ticket* Campaign. Each of these departments registers with the Law Enforcement Liaison, who coordinates the campaign and collects and collates enforcement data submitted by participating agencies. This data describes not only occupant protection activity but all relevant actions taken by participating agencies during the campaign. The LEL subsequently submits the collective data to NHTSA for review. It is anticipated that a similar number or more, state, county, and local agencies will participate in the 2014 *Click It or Ticket* campaign. The addition of the second LEL during 2013 will provide a

closer connection to those participating agencies. The LEL's will be assigned to pre-determined areas of responsibility. One LEL will coordinate the northern portion of the state and the other will coordinate the southern portion.

***Periods when enforcement will occur:***

Although enforcement of seat belt laws is delivered on a sustained basis, year round, particular focus will be placed during the fair weather months of May through September 2014 since 52% of all 2012 Vermont fatalities occurred during these warm summer months.

***Percentage of Vermont covered by law enforcement***

Law enforcement agencies responsible for seat belt enforcement cover 100% of the Vermont population in areas where unrestrained passenger vehicle occupant fatalities occur.

***Determination of funding levels***

Funding to subgrantees is determined through a systematic process conducted during a period prior to the actual allocation of funds. Following a series of *Grant Workshops*, each potential grantee submits an application for funding. These applications are reviewed, assessed, and each is scored based on a set of standard requirements. These requirements include:

- Problem identification, using GHSP provided data.
- Does the application address one of the state's highway safety priorities?
- Suggested countermeasures/strategies offered.
- Progress measurements and metrics.
- Project outputs and outcomes.
- Availability of resources to accomplish described goals.
- The agency's past performance (activities, reporting, spending, etc.).
- Quality and clarity of the application.
- Subscriptions to necessary certificates and assurances

The GHSP collectively determines the appropriate funding level for each agency based on the totality of these factors. During the grant year, GHSP project coordinators monitor progress with regular document review, desk audits, and site visits to measure progress and evaluate future milestones and goals.

***Local police agencies/constables participating in ongoing and periodic seat belt and child restraint enforcement for FFY 2014***

Law Enforcement Agency	County	Town/City Population
Barre Town Police Dept.	Washington	9,052
Bennington Police Dept.	Bennington	15,737
Berlin Police Dept.	Washington	2,864
Brandon Police Dept.	Rutland	3,917
Brattleboro Police Dept.	Windham	12,005
Castleton Police Dept.	Rutland	4,367
Essex Police Dept.	Chittenden	18,626

Law Enforcement Agency	County	Town/City Population
Fair Haven Police Dept.	Rutland	2,928
Hartford Police Dept.	Windsor	10,367
Ludlow Police Dept.	Windsor	2,449
Manchester Police Dept.	Bennington	4,180
Middlebury Police Dept.	Addison	8,183
Morristown Police Dept.	Lamoille	5,139
Newport Police Dept.	Orleans	5,005
Northfield Police Dept.	Washington	5,791
Norwich Police Dept.	Windsor	3,544
Poultney Constable	Rutland	7,954
Rutland City Police Dept.	Rutland	17,292
Shelburne Police Dept.	Chittenden	6,944
Springfield Police Dept.	Windsor	9,078
St. Albans Police Dept.	Franklin	5,086
Stowe Police Dept.	Lamoille	4,339
Swanton Village Police Dept.	Franklin	6,203
Vergennes Police Dept.	Addison	2,741
Wilmington Police Dept.	Windham	2,225
Windsor Police Dept.	Windsor	3,756
Winhall Police & Rescue	Bennington	769
Woodstock Police Dept.	Windsor	3,232

***Sheriff's Departments participating in ongoing and periodic seat belt and child restraint enforcement for FFY 2014***

Sheriff's Department	County	Population
Addison County Sheriff's Dept.	Addison	36,821
Bennington County Sheriff's Dept.	Bennington	37,125
Caledonia County Sheriff's Dept.	Caledonia	31,227
Chittenden County Sheriff's Dept.	Chittenden	156,545
Essex County Sheriff's Dept.	Essex	6,306
Franklin County Sheriff's Dept.	Franklin	47,746
Grand Isle County Sheriff's Dept.	Grand Isle	6,970
Lamoille County Sheriff's Dept.	Lamoille	24,475
Orange County Sheriff's Dept.	Orange	28,936
Orleans County Sheriff's Dept.	Orleans	27,231
Rutland County Sheriff's Dept.	Rutland	61,642
Washington County Sheriff's Dept.	Washington	59,534
Windham County Sheriff's Dept.	Windham	44,513
Windsor County Sheriff's Dept.	Windsor	56,670
		625,741

**Grants to conduct ongoing and periodic seat belt and child restraint enforcement during FFY 2014**

<b>Project #</b>	<b>Subgrantee</b>	<b>Budget</b>	<b>Source</b>
1314-1000	Addison County Sheriff's Dept.	4,000	§402
1314-1001	Bennington County Sheriff's Dept.	34,800	§402
1314-1002	Bennington Police Dept.	32,000	§402
1314-1003	Berlin Police Dept.	7,000	§402
1314-1004	Brandon Police Dept.	6,000	§402
1314-1005	Brattleboro Police Dept.	4,000	§402
1314-1006	Bristol Police Dept.	5,000	§402
1314-1007	Caledonia County Sheriff's Dept.	6,000	§402
1314-1008	Castleton Police Dept.	4,000	§402
1314-1009	Chittenden County Sheriff's Dept.	4,800	§402
1314-1010	Essex County Sheriff's Dept.	2,000	§402
1314-1011	Essex Police Dept.	4,000	§402
1314-1012	Fair Haven Police Dept.	16,000	§402
1314-1013	Franklin County Sheriff's Dept.	6,000	§402
1314-1014	Grand Isle County Sheriff's Dept.	13,000	§402
1314-1015	Hardwick Police Dept.	6,000	§402
1314-1016	Hartford Police Dept.	4,000	§402
1314-1017	Lamoille County Sheriff's Dept.	6,000	§402
1314-1018	Ludlow Police Dept.	2,000	§402
1314-1019	Manchester Police Dept.	6,000	§402
1314-1020	Middlebury Police Dept.	2,000	§402
1314-1021	Montpelier Police Dept.	8,000	§402
1314-1022	Morristown Police Dept.	6,000	§402
1314-1023	Newport Police Dept.	4,000	§402
1314-1024	Northfield Police Dept.	8,000	§402
1314-1025	Norwich Police Dept.	2,000	§402
1314-1026	Orange County Sheriff's Dept.	30,000	§402
1314-1027	Orleans County Sheriff's Dept.	24,000	§402
1314-1028	Poultney Constable	5,000	§402
1314-1029	Richmond Police Dept.	8,000	§402
1314-1030	Royalton Police Dept.	2,000	§402
1314-1031	Rutland City Police Dept.	70,000	§402
1314-1032	Rutland County Sheriff's Dept.	50,000	§402
1314-1033	Shelburne Police Dept.	34,000	§402
1314-1034	Shelburne Police Dept. SHARP	96,000	§402
1314-1035	Springfield Police Dept.	8,000	§402
1314-1036	St. Johnsbury Police Dept.	8,000	§402
1314-1037	Stowe Police Dept.	2,000	§402
1314-1038	Swanton Village Police Dept.	2,000	§402
1314-1039	Thetford Police Dept.	2,000	§402
1314-1040	Vergennes Police Dept.	14,000	§402
1314-1041	Vermont Department of Motor Vehicles	10,000	§402
1314-1042	Vermont State Police, Traffic Safety	250,000	§402
1314-1043	Washington County Sheriff's Dept.	16,000	§402



Project #	Subgrantee	Budget	Source
1314-1044	Williston Police Dept.	16,000	\$402
1314-1045	Wilmington Police Dept.	8,400	\$402
1314-1046	Windham County Sheriff's Dept.	18,000	\$402
1314-1047	Windsor County Sheriff's Dept.	16,000	\$402
1314-1048	Windsor Police Dept.	4,000	\$402
1314-1049	Winhall Police & Rescue	4,000	\$402
Total		900,000	

## High Risk Population Countermeasure Programs

Vermont will focus on the following at-risk populations:

### *Drivers on rural roadways*

During calendar year 2012, 77 fatalities occurred on Vermont roadways. Of these 77 killed, 14 were recorded on urban roadways and 63 died on rural roadways. A review of past years also indicates at least a 3 to 1 ratio of rural roadway fatalities compared with those occurring on urban roadways.

The following is an excerpt from *Partners for Rural Traffic Safety Action Kit*: In the past, low seat belt use and law enforcement rates raised concerns about the viability of high-visibility enforcement and communications strategies for increasing seat belt use in rural communities. Concerns stemmed from perceptions that (1) law enforcement officers in rural communities were reluctant to give citations to friends or acquaintances, (2) elected law enforcement leaders felt that their political careers would suffer if they cracked down on voters who did not buckle up, and (3) rural communities did not believe that seat belt use was necessary in rural areas. Related to these perceptions was the question of whether a rural seat belt program could target a sub-group, such as pickup truck drivers, who are known to have lower seat belt use rates.

To address these concerns, NHTSA and State Highway Safety Offices have funded local demonstration projects to identify effective strategies for developing rural seat belt programs. Since 1996, NHTSA also has worked with the National Rural Health Association (NRHA) to demonstrate the effectiveness of a community development/action program to promote rural traffic safety by implementing local traffic safety campaigns. The program is set forth in a NHTSA publication titled *Partners for Rural Traffic Safety Action Kit*. It embraces the basic tenets of community organizing and direct citizen involvement in addressing concerns that affect the entire community.

Vermont's nine cities have a total population of 115,085, or 18.4% of the population and the cities combined square mile total is just less than 80 square miles. The remaining 81.6% of the Vermont population reside in rural environs. There are 14,156 miles of class 1, class 2 and class 3 roads.

The majority of the state's LEAs are small, with many having ten or fewer officers. Supported by county sheriffs' departments and troopers from local barracks, they perform the majority of their enforcement efforts on these rural roadways, away from population centers.

The three low use areas, identified in the 2012 statewide seat belt survey (Franklin County, the Northeast Kingdom, and the Connecticut River Valley) are all characteristically rural. The GHSP LELs will focus their OP outreach efforts on these three geographical locations. Historically, crash data and certified seat belt surveys identify a particular segment of the population as more likely to be improperly restrained. In the rural areas of Vermont males, 18 to 34 years of age and pick-up truck operators, fall into this unbelted category. Although

rural enforcement of traffic laws is delivered on a sustained basis, year round, particular focus will be placed during the fair weather months of May through September 2014.

As a part of Vermont’s statewide OP plan, the LELs will use the *Click It or Ticket* task force model to change the behavior of those who have not yet been convinced to buckle up. The LELs will provide guidance and technical assistance to county and local LEAs, to encourage stringent application of the states’ OP laws. The LELs are active participants on VHSA’s law enforcement focus group and will use those partnerships as force multipliers for deeper and more meaningful community outreach. The GHSP staff will continue to monitor and measure the quality and intensity of enforcement and educational activities within these low use areas.

GHSP’s media contractor will continue to develop poignant and direct media messaging focused directly on the 15% of Vermonters who are not properly restrained. These messages, delivered via television, radio, and social networking will graphically describe the critical consequences of not being effectively restrained during a crash. In addition, the public will be continually informed of the increased law enforcement emphasis of not being properly restrained. This real time OP media campaign will be produced in prominent, identifiable locations, clearly situated in these particular low use areas. As suggested in NHTSA’s 2013 publication, *Countermeasures That Work*, the contractor used all the characteristics of effective communications and outreach campaigns: good target audience research, effective and creative message development, and good message placement”. The GHSP LELs will also work with the media contractor to develop messaging similar to that used in other rural regions of the country. One of those messages “Buckle Up in Your Truck” has gained some progress when applied with the support of energetic enforcement. Creative development for this type of outreach will continue.

During FFY 2013, the Regional Traffic Safety Forums (RTSF) has been offered in three rural locations. These workshops will continue to be staged in all areas of the state. Working in partnership with VTrans and other traffic safety advocates presents the opportunity to deliver occupant protection safety messages to those communities who may not have access to consistent mainstream media messaging.

One of the Vermont Highway Safety Alliance partners is the Vermont Department of Health (VDH). VDH is GHSP’s current subgrantee for the Child Passenger Safety Program. Vermont’s Emergency Medical Services System (EMS) is composed of approximately 180 licensed First Response and Ambulance services staffed by 3,000 certified EMS providers. These pre-hospital emergency care providers include First Responders/Emergency Care Attendants, EMT Basics, EMT Intermediates, and Paramedics. The majority of our EMS providers are volunteers. Many of the state’s 100 CPS certified technicians are EMTs. This span of coverage ensures the availability of a CPS technician in every community throughout the state. In addition, a number of state police, sheriff’s deputies, and local law enforcement officers also provide CPS services to the populations they serve. With this array of available, certified resources, CPS fitting stations provide sustained education and technical assistance in each community throughout the state. VDH will continue to expand their CPS technician cadre, via their regional responder network and other local, community health care providers.

***Grants to conduct ongoing and periodic seat belt and child restraint enforcement during FFY 2014 where enforcement addresses drivers on rural roadways***

Project #	Subgrantee	Budget	Source
1314-1000	Addison County Sheriff's Dept.	4,000	\$402
1314-1001	Bennington County Sheriff's Dept.	34,800	\$402
1314-1003	Berlin Police Dept.	7,000	\$402

Project #	Subgrantee	Budget	Source
1314-1004	Brandon Police Dept.	6,000	§402
1314-1006	Bristol Police Dept.	5,000	§402
1314-1007	Caledonia County Sheriff's Dept.	6,000	§402
1314-1008	Castleton Police Dept.	4,000	§402
1314-1009	Chittenden County Sheriff's Dept.	4,800	§402
1314-1011	Essex Police Dept.	4,000	§402
1314-1012	Fair Haven Police Dept.	16,000	§402
1314-1013	Franklin County Sheriff's Dept.	6,000	§402
1314-1014	Grand Isle County Sheriff's Dept.	13,000	§402
1314-1015	Hardwick Police Dept.	6,000	§402
1314-1016	Hartford Police Dept.	4,000	§402
1314-1017	Lamoille County Sheriff's Dept.	6,000	§402
1314-1018	Ludlow Police Dept.	2,000	§402
1314-1019	Manchester Police Dept.	6,000	§402
1314-1022	Morristown Police Dept.	6,000	§402
1314-1024	Northfield Police Dept.	8,000	§402
1314-1025	Norwich Police Dept.	2,000	§402
1314-1026	Orange County Sheriff's Dept.	30,000	§402
1314-1027	Orleans County Sheriff's Dept.	24,000	§402
1314-1028	Poultney Constable	5,000	§402
1314-1029	Richmond Police Dept.	8,000	§402
1314-1030	Royalton Police Dept.	2,000	§402
1314-1032	Rutland County Sheriff's Dept.	50,000	§402
1314-1033	Shelburne Police Dept.	34,000	§402
1314-1035	Springfield Police Dept.	8,000	§402
1314-1037	Stowe Police Dept.	2,000	§402
1314-1038	Swanton Village Police Dept.	2,000	§402
1314-1039	Thetford Police Dept.	2,000	§402
1314-1040	Vergennes Police Dept.	14,000	§402
1314-1041	Vermont Department of Motor Vehicles	10,000	§402
1314-1042	Vermont State Police, Traffic Safety	250,000	§402
1314-1043	Washington County Sheriff's Dept.	16,000	§402
1314-1044	Williston Police Dept.	16,000	§402
1314-1045	Wilmington Police Dept.	8,400	§402
1314-1046	Windham County Sheriff's Dept.	18,000	§402
1314-1047	Windsor County Sheriff's Dept.	16,000	§402
1314-1048	Windsor Police Dept.	4,000	§402
1314-1049	Winhall Police & Rescue	4,000	§402
Total		674,000	

### ***Unrestrained nighttime drivers***

U.S. Department of Transportation Secretary, Raymond LaHood in a May 22, 2013 press release stated that the risk of being involved in a serious crash is greater at night than during the day. In 2011, 62 percent of motorists who died in a crash that occurred at night were unrestrained; compared to 43 percent of those who died in a

crash during the day. During the Memorial Day weekend, law enforcement will focus on both day and night time drivers for seat belt use.

NHTSA’s 2013 edition of *Countermeasures That Work* indicate: According to 2005 FARS data, almost two-thirds (64%) of people killed at nighttime did not use restraints. In contrast, the percentage of fatally injured passenger vehicle occupants during daytime crashes who were unrestrained was just under one-half (47%) (Varghese & Shankar, 2007). Furthermore, according to FARS data for the 10-year period from 1998 to 2007, nighttime seat belt use was on average 18 percentage points lower than daytime belt use (Tison, Williams, & Chaudhary, 2010).

Available data and program evaluations suggest that more emphasis on seat belt enforcement during the late-night hours and in conjunction with alcohol laws can provide additional gains in seat belt use and injury reduction (Nichols & Ledingham, 2008). Retaining the short-term, high-intensity enforcement model but including other traffic safety issues such as impaired driving (DUI) and excessive speed, can be effective since the same drivers tend to drink, speed, and not buckle up. In particular, combined DUI and belt law checkpoints, saturation patrols, or enforcement zone operations can be conducted at night, when belt use is lower, DUI higher, and crash risk greater than during the day. Using night-vision technology, where permitted, or other light enhancing technologies can assist with nighttime enforcement. The first demonstration of this strategy took place in 2004 in Reading, Pennsylvania (Chaudhary et al., 2005).

With the addition of the second LEL, during the spring of 2013, GHSP is provided with an opportunity to expand Vermont’s enforcement strategies. Selected municipal agencies will collaborate with the Vermont State Police to conduct periodic cooperative nighttime seat belt enforcement events. A review of Vermont’s crash data also indicates a higher percentage of unbelted fatalities are occurring during nighttime hours when standard seat belt enforcement is lacking. Of the 77 fatalities in 2012, 30 occurred between the hours of 1800 and 0559. Of these 30 fatalities 14 or 46.6% were not properly restrained. GHSP LELs are designing operational strategies to create a safe, effective, and efficient model to conduct this type of occupant protection enforcement in selected low use areas. The design will utilize existing street lighting in the state’s urban areas and supplemental portable lighting to illuminate other target areas such as interstate off-ramps.

Operational deployment will be similar to those tactics used recently in Rhode Island and Connecticut and possibly Reading, Pennsylvania. Enforcement efforts will be conducted periodically during the months of May, June, July, and September of 2014. Locations will be selected based on data and the ability to safely enforce the state’s seat belt laws. GHSP will continue ongoing review of impaired driving crashes and incorporate that information and data into the nighttime seat belt enforcement campaigns. A review of the state’s 2012 data indicates that 23 or 65.7% of the impaired driving fatalities were also improperly restrained.

GHSP staff will use LEA information, gathered at night-time enforcement sites to evaluate and measure the effectiveness and operational proficiency of the enforcement and education campaigns. Strategy modification and adjustments will determine further deployment and continuation of the operational format. The ongoing goal of this nighttime seat belt enforcement operation is to convince those who do not buckle up at night that the state’s OP laws will also be enforced during the nighttime hours.

***Grants for nighttime belts task force***

Project #	Subgrantee	Budget	Source
1314-1080	Addison County Sheriff's Dept.	8,000	\$402
1314-1081	Bennington County Sheriff's Dept.	10,000	\$402

Project #	Subgrantee	Budget	Source
1314-1082	Caledonia County Sheriff's Dept.	15,000	\$402
1314-1083	Essex County Sheriff's Dept.	15,000	\$402
1314-1084	Franklin County Sheriff's Dept.	15,000	\$402
1314-1085	Grand Isle County Sheriff's Dept.	10,000	\$402
1314-1086	Lamoille County Sheriff's Dept.	8,000	\$402
1314-1087	Orange County Sheriff's Dept.	8,000	\$402
1314-1088	Orleans County Sheriff's Dept.	8,000	\$402
1314-1089	Rutland County Sheriff's Dept.	8,000	\$402
1314-1090	Shelburne Police Dept. (Chittenden County SHARP)	16,000	\$402
1314-1091	Vermont State Police, Traffic Safety	30,000	\$402
1314-1092	Washington County Sheriff's Dept.	8,000	\$402
1314-1093	Windham County Sheriff's Dept.	8,000	\$402
1314-1094	Windsor County Sheriff's Dept.	8,000	\$402
Total		175,000	

### ***Teenage Drivers***

Vermont will not focus on this population.

### ***Other High-Risk Population: Male, Pickup Truck Operators, 18-34 Years of Age.***

The Department of Motor Vehicles lists a total of 754,954 vehicles registered in Vermont. Of these, 144,917 are classified as trucks. Among those trucks, 10,496 are listed as trucks which are less than 6,100 pounds and registered to males age 18 to 34 years of age. Approximately 40 % of those pickup trucks are registered to the three Vermont areas (Franklin County, the Northeast Kingdom, and the Connecticut River Valley) which demonstrate the lowest seat belt rates in the state.

The 2013 edition of *Countermeasures That Work* contains the following: NHTSA's 2012 national observational survey found belt use was lower for front seat passengers (84%) compared to drivers (87%), pick-up truck occupants (77%) compared to occupants of passenger cars (87%) and vans/SUVs (89%), and was lower in rural areas (84%) compared to urban (86%) and suburban (87%) areas (NHTSA, 2012a). NHTSA's 2007 national telephone survey found the same patterns, with males, young drivers, rural drivers, and pickup truck drivers reporting lower belt use (Boyle & Lampkin, 2008, p. iv).

Currently, Vermont LEAs engage in occupant protection enforcement throughout the year, based on data. During FFY 2014, the GHSP LELs will launch a Buckle Up In Your Truck" (BUIYT) enforcement campaign. The Vermont State Police, county sheriff's departments, municipal police agencies, and local constables will perform structured enforcement, focused on unbelted occupants of pick-up trucks. The time frames for operational deployment will coincide with the national occupant protection enforcement campaigns. In addition the GHSP LELs will identify other time frames during the higher traffic months from May through September 2014. It should be noted that 52% of all 2012 Vermont fatalities occurred during these warmer weather months. In addition, resources will also focus on large audience gatherings which have historically attracted this age group and pickup trucks. Based on this data the LELs will constitute safety belt checkpoints and saturation patrols in the identified locations.

The LELs will conduct belt surveys to measure progress and belt use in these areas of focus.

This project will be supported by earned and paid media messaging directed at this low use population. This public outreach, enhanced with focused media messaging began during FFY 2013 and will continue to gain traction through intensified enforcement and the specialization of the target audience. Social media will be added to television and radio broadcasts to approach those audiences not serviced by conventional electronic media.

***Grants to conduct ongoing and periodic seat belt and child restraint enforcement during FFY 2014 where enforcement addresses male, pickup truck operators, 18-34 years of age***

<b>Project #</b>	<b>Subgrantee</b>	<b>Budget</b>	<b>Source</b>
1314-1007	Caledonia County Sheriff's Dept.	6,000	\$402
1314-1010	Essex County Sheriff's Dept.	2,000	\$402
1314-1013	Franklin County Sheriff's Dept.	6,000	\$402
1314-1014	Grand Isle County Sheriff's Dept.	13,000	\$402
1314-1015	Hardwick Police Dept.	6,000	\$402
1314-1017	Lamoille County Sheriff's Dept.	6,000	\$402
1314-1020	Middlebury Police Dept.	2,000	\$402
1314-1021	Montpelier Police Dept.	8,000	\$402
1314-1023	Newport Police Dept.	4,000	\$402
1314-1026	Orange County Sheriff's Dept.	30,000	\$402
1314-1027	Orleans County Sheriff's Dept.	24,000	\$402
1314-1046	Windham County Sheriff's Dept.	18,000	\$402
1314-1047	Windsor County Sheriff's Dept.	16,000	\$402
Total		141,000	

**Comprehensive Occupant Protection Program**

Vermont is not applying under this criterion.

**Occupant Protection Program Assessment**

Vermont's Occupant Protection Assessment is scheduled for the week of July 14 to 19, 2013.

# §405(c) Traffic Records

## Qualification Criteria

### TRCC charter

See FFY 2014 TRIPRS application, copy attached in HSP Appendix E

### Meeting schedule, reports and policy guidance documents from preceding twelve months

See FFY 2014 TRIPRS application, copy attached in HSP Appendix E

### TRCC Membership list

Name	Agency	Email	Title
Ms. Susan Clark	AOT	Susan.clark@state.vt.us	VHSA Coordinator
Mr. Chris Cole	AOT	Chris.Cole@state.vt.us	Director
Mario Dupigny-Giroux	AOT	mario.dupigny-giroux@state.vt.us	Traffic Safety Engineer
Mr. David Pierson	AOT	dave.pierson@state.vt.us	Information Technology Manager
Mr. Darnelle Priar	AOT	darnelle.priar@state.vt.us	Crash Technician
Ms. Laurie Roberts	AOT	laurie.roberts@state.vt.us	
Ms. Sarah Kepchar	AOT	Sarah.kepchar@state.vt.us	Data Analyst
Ms. Mary Spicer	AOT	mary.spicer@state.vt.us	AOT Manager I
Ms. Mandy White	AOT	mandy.white@state.vt.us	Crash Technician
Ms. Kathy Codling	DMV	Kathy.codling@state.vt.us	Administrative Coordinator
Ms. Donna Earle	DMV	Donna.Earle@state.vt.us	Chief of Records
Lt. William Elovirta	DMV	William.Elovirta@state.vt.us	Chief
Mr. Michael Smith	AOT	Michael.smith@state.vt.us	Director
Ms. Deb Laferriere	Courts	deb.laferriere@state.vt.us	
Ms. Christine Loso	Courts	Christine.Loso@state.vt.us	Deputy Director
Mr. Robert Yergeau	Courts	robert.yergeau@state.vt.us	Director
Ms. Sue Aikman	GHSP	Sue.Aikman@state.vt.us	Highway Safety Program Coordinator
Mr. Francis Aumand	DPS	paumand@state.vt.us	Director
Mr. Thomas Fields	GHSP	tfields@state.vt.us	Law Enforcement Liaison
Lt. Michael Macarilla	VSP	mmacaril@state.vt.us	Traffic Safety Unit Commander
Lt. David Notte	VSP	dnotte@state.vt.us	
Mr. Gary Nowak	DPS	gnowak@state.vt.us	IT Technician II / Project Specialist
Brad Epstein	DPS	Brad.epstein@state.vt.us	Mobile Data specialist
Ms. Caroline Dawson	VDH	cdawson@vdh.state.vt.us	Public Health Analyst II
Michael O'Keefe	VDH EMS	mokeefe@vdh.state.vt.us	EMS Programs Administrator
Mr. Thomas Jenny	DII	Thomas.Jenny@state.vt.us	
Mr. Bob Thigpen	DII/AOT	bob.thigpen@state.vt.us	Project Manager
Ms. Eleni Churchill	AOT	echurchill@ccmpo.org	Sr. Trans Planner
Ms. Lise Veronneau	Bton. PD	lveronneau@bpdvt.org	
Sgt Garry Scott	VSP	garry.scott@state.vt.us	Traffic Operations Coordinator
Anne Liske	GHSP	Anne.Liske@state.vt.us	Highway Safety Program Coordinator
Mr. Ted Minall	GHSP	tminall@state.vt.us	Chief GHSP

Name	Agency	Email	Title
Mr. Chris Bell	VDH EMS	Chris.bell@state.vt.us	EMS Director
Ms. Jenna Protzko	VDH EMS	Jenna.protzko@state.vt.us	SIREN Data Analyst
Ms. Barbara Cormier	DII	Barbara.cormier@state.vt.us	DII Program Manager
Ms. Robin Adler	VCJR/Norwich	robin@vcjr.org	Researcher
Mr. Bob Greemore	Courts	Bob.greemore@state.vt.us	
Mr. Jon Kaplan	AOT	Jon.kaplan@state.vt.us	Bike/Ped Coordinator
Mr. Johnathan Croft	AOT	Johnathan.croft@state.vt.us	Database Administrator
Sara Couture	CJTC	Sara.couture@state.vt.us	CJTC trainer
<b>Federal Representatives</b>			
Mr. Joe Arduca	FMCSA	Joseph.Arduca@dot.gov	
Ms. Charlene Oakley	NHTSA Reg. 1	Charlene.oakley@dot.gov	
Ms. Angie Byrnes	NHTSA Reg. 1	Angie.byrnes@dot.gov	
Mr. Ture Nelson	FMCSA	Ture.nelson@dot.gov	Region Administrator
Mr. Roger Thompson	FMCSA	Roger.thompson@dot.gov	

## Name and title of the State's Traffic Records Coordinator

Anne Liske, Highway Safety Program Coordinator

## A Copy of the Strategic Plan

Note the Policy document from February 2013:

February 11, 2013

### MEMORANDUM

To: Vermont Traffic Records Executive Committee  
 From: Anne Liske and Bob Thigpen, Traffic Records Coordinating Committee Co-chairs  
 Re: Annual Traffic Records funding application

The Co-Chairs of the Vermont Traffic Record Coordinating Committee (TRCC) reviewed strategic plan processes in Maine, NH and RI and found that those states use; and National Highway Transportation and Safety Administration (NHTSA) accepts, the annual project plan submission as the state traffic records strategic plan. Vermont also has higher level planning initiatives underway including the Strategic Highway Safety Plan (SHSP) which will use the TRCC annual project plan as input.

The current TRCC strategic plan development in Vermont employs a contracted consultant in a separate planning process with all of the stakeholders. In addition, we produce an annual project plan update as part of the subgrant application process.

The TRCC voted unanimously to discontinue the separate strategic planning process to avoid added consulting costs and duplication of effort.

We will follow the same planning process that NHTSA accepts in other states while saving money on consulting expenses and avoiding duplicative effort. The TRCC annual project plan application process will continue to be available as input to the higher level planning initiatives in Vermont.



If you have questions or concerns on this process change, please contact Anne Liske at 802-241-5505, or by email at [anne.liske@state.vt.us](mailto:anne.liske@state.vt.us).

**Note: See FY14 TRIPRS application, copy attached in HSP Appendix E**

**Written description of preceding twelve months performance measures**

See FY14 TRIPRS application, copy attached in HSP Appendix E

**Certification of TR assessment conducted/updated within the five years prior to application**

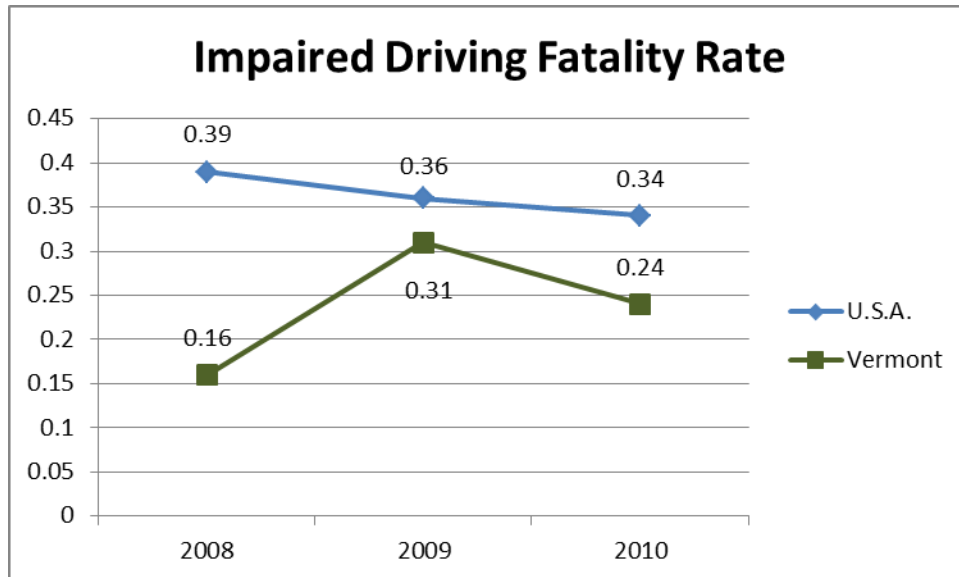
Please refer to Appendix D for this certification

***Grants to fund traffic records improvements***

<b>Project #</b>	<b>Project</b>	<b>Budget</b>	<b>Source</b>
1114-3700	AOT Crash Data Reporting System	93,000	§408
1414-3700		150,000	§405(c)
1114-3701	End User Crash Data Query Tool	35,000	§408
1114-3702	AOT Project Manager	120,728	§408
1114-3703	SIREN	131,392	§408
1414-3701		150,000	§405(c)
1114-3704	Consultant - Deep River	36,864	§408
1114-3705	DPS Support of Traffic Records Improvement	70,000	§408
1214-3710	eCitation Implementation	418,481	§408
1314-3700		300,000	§405(c)
1214-3706	Local Road LRS	45,015	§408
Total		1,550,480	

## §405(d) Impaired Driving

In response to the criteria specified in 23 U.S.C. 405(d), Vermont submits the following information relating to the state's Impaired Driving program, projected for Federal Fiscal Year 2014 (FFY 2014). Furthermore, according to the guidelines described in that section, Vermont applies as a "Low Range State". To qualify as a "Low Range State", a state must have achieved an impaired driving fatality rate of 0.30 or lower. Vermont's certified impaired driving fatality rate was established by the National Highway Safety Administration as 0.242116.



As a qualification requirement, Vermont is submitting an executed Part 3 of Appendix D providing assurances, signed by the Governor's Representative for Highway Safety. Those assurances will comply with the requirements that Vermont:

1. Use the funds awarded under 23 U.S.C. 405(d) (1) only for the implementation and enforcement of programs authorized in paragraph (i) of this section; and
2. Maintain its aggregate expenditures from all State and local sources for impaired driving programs at or above the average level of such expenditures in fiscal years 2010 and 2011, as provided in Part 3 Appendix D.

### ***Recent History***

The Vermont GHSP staff is keenly aware of current traditional impairment by alcohol and the continuing rise of impairment by drugs, other than alcohol. Vermont is, by no means, immune to these national trends and the abuse of illicit drugs in addition to prescription, over the counter, and other forms of substances that cause impairment. GHSP has been without its own data analyst for the past year. Data and statistical information is provided to GHSP by personnel from the Vermont Agency of Transportation (VTrans). A review of the impaired driving related fatalities, provided by VTrans indicates 21 people lost their lives in alcohol related crashes in 2012. Also, during that same time frame 20 people were killed in crashes involving drugs other than alcohol. It should be noted, these figures are preliminary, but most certainly are still alarming. Recent research, described in the state's Strategic Highway Safety Plan (SHSP) indicates a 5 year analysis (2007-2011) reveals that impaired driving major crashes account for 17% of fatal crashes and 13% of incapacitating injury crashes in Vermont.

## **Federal Fiscal Year 2014, Impaired Driving Program**

The GHSP staff annually hosts the “Grant Management Workshop”. Each agency, applying as a subgrantee is required to send their project manager or supervisor to attend. The GHSP features a power point presentation designed to demystify the grant application process. The subgrantees are instructed regarding the preparation of a successful, data based grant application. Obviously, this process is so important to educating potential subgrantees to be future productive partners. The quality of the grants and the constructive use of data improves with each ensuing grant year.

This year, in preparation for MAP-21 and the upcoming FFY 2014 grant year, each attending agency was provided with data sets, clearly defining the basis for the development of problem identification. In addition, data was also provided, relating to past performance, for those who’ve been subgrantees in the past.

GHSP subgrantees, including the Vermont State Police, the largest law enforcement agency in the state, to singular constabularies, are funded for impaired driving countermeasures based on data, performance, and problem identification. The basis of any sound impaired driving program is education and high visibility enforcement (HVE). The careful analysis of data, intelligence, and emerging trends, provide the blueprint for conducting effective and efficient enforcement. Understanding data, and the ability to anticipate trends, allows the swift deployment of available resources to prevent incidents of impaired driving before they occur. Impaired driving enforcement activities are conducted throughout the year based on problem identification, data, and emerging trends.

During FFY 2014, GHSP will continue to assess impaired driving related equipment to provide participating agencies with the necessary tools to conduct enforcement in the most efficient and effective manner. The LEAs hand held breath testing devices are in need of immediate update through replacement. In addition, other items to improve the quality of enforcement will be provided to LEAs as part of the state’s equipment incentive program. GHSP will coordinate with the NHTSA Regional office in matters relating to these purchases.

Vermont’s HVE efforts are supported by well-balanced earned and paid media outreach, designed to take the message to the targeted demographic. Electronic media, press releases, and events are supported by engaging social media opportunities to reach younger audiences. During 2013, GHSP contracted with a sports messaging firm to promote on-site anti-impaired driving messaging at live sporting events held in the state. That partnership will continue during FFY 2014 and will deliver direct contact messaging in selected sporting venues.

As recommended in the NHTSA publication *Countermeasures That Work*, Vermont will address impaired driving with integrated enforcement strategies. DUI checkpoints and data guided saturation patrols will maximize the public outreach and media messaging relating to the dangers of driving impaired. GHSP will link its nighttime seat belt enforcement events to include information based on impaired driving data. A review of 2012 state impaired driving crash data indicates 14 improperly restrained persons lost their lives in nighttime crashes, involving impairment.

The Vermont Highway Safety Alliance (VHSA) provides GHSP with a platform to promote strategies to deal with impaired driving. VHSA partners include representative from the “four E’s”, enforcement, education, engineering, and emergency responders. The GHSP Law Enforcement Liaison (LEL) contractor is the chair of the law enforcement focus group. In that position, the LEL is forming a statewide DUI task force working group. This group will consist of representation from each of the “four E’s”. This task force will promote the strategies listed in the Strategic Highway Safety Plan as Critical Emphasis Area 5, “Reduce Impaired Driving”. This strategy is cost effective and efficient by utilizing an existing communication structure and outreach capabilities. The task force

will work through traditional media opportunities but will also utilize the ongoing “Regional Traffic Safety Forums” to deliver their message at the community level. During FFY 2013, three of these forums were held in local, participating communities. The forums will continue into FFY 2014 and be held in four separate locations.

In addition to the existing mobile DUI task force, a second regionally operated task force will be coordinated by the Vermont State Police. Joining VSP in the collaborative exercise in high visibility enforcement will be county, municipal, and local law enforcement personnel. These deployments will occur in conjunction with national enforcement campaign periods and other time frames which are supported using impaired driving data. Some time frames will include: Super Bowl weekend; St. Patrick’s Day; Cinco de Mayo; celebrated ski weekends; local sporting events, and other social gatherings which attract large audiences.

This Regional Task Force (RTF) will be deployed specifically on roadways leading to Vermont’s two interstates. Using fresh data, the RTF will periodically saturate these secondary and feeder roads to apprehend impaired drivers before they can access entry points onto the interstate. This approach removes impaired operators from local roads before they have the opportunity to travel and potentially crash at a high rate of speed on Vermont’s interstate system.

FFY 2014 will be the first full fiscal year for the current DUI Court pilot, currently operating in Windsor County. The GHSP staff eagerly anticipates the expansion of the pilot to at least one other county in the immediate future. The state coordinator for the expansion will work cooperatively with the Traffic Safety Resource Prosecutor (TSRP) and the newly recruited Judicial Outreach Liaison (JOL) to provide information and training relating to role of the DUI Court working within the state’s judiciary system.

Vermont’s Drug Recognition Expert (DRE) program, established in 2005, continues to expand and thrive. The current cadre of DRE’s is now 28, with 14 VSP DRE’s and 14 from county and local LEAs. The DREs are capable of responding anywhere in the state, following notification, but this depends on availability and time sensitive response issues. During 2012 Vermont DRE’s conducted more than 150 DRE evaluations. This number is up dramatically from approximately 100 such evaluations during 2011. Vermont, as is the rest of the nation, is experiencing an increase in impaired driving by drugs other than alcohol. During 2012 17 Vermont fatalities were related to driving under the influence of drugs. Sadly, this increase appears to be a continuing trend.

GHSP will continue to evaluate the need for additional trainings such as Standard Field Sobriety Testing (SFST) and will work with the Vermont Police Academy to achieve maximum outreach and officer training. In addition the Judicial Outreach Liaison (JOL); Traffic Safety Resource Prosecutor (TSRP); and the two Law Enforcement Liaisons (LEL) will develop an Impaired Driving training curriculum to enhance impaired driving processing for law enforcement officers.

The ever growing cost of conducting specimen analysis, relating to the DRE evaluations, continues. Specimen samples are shipped out of state for laboratory analysis. This is a costly process and also involves the potential need to pay to import these out of state chemists/experts to testify during judicial proceedings. It will greatly benefit the DRE program when all specimen samples are tested in-state. The GSHP staff stands ready to support any progress gained toward these goals.

The program will continue to actively recruit and selectively choose future DRE candidates. Vermont’s first in state DRE School was held in the fall of 2011. The state will, once again, host a DRE School in the spring of 2014. As in the past, that school will be open to candidates from the other five New England states.

Advanced Roadside Impaired Driver Enforcement (A.R.I.D.E.) training is becoming a highly desirable skill for the officer on patrol in Vermont. The training, a bridge between Standard Field Sobriety Training and DRE training,

prepares the officer to recognize certain clues of impairment by substances other than alcohol. The growth of A.R.I.D.E. trained officers feeds the growing number of evaluations performed by Vermont DREs.

In order to efficiently coordinate all of these individual projects, GHSP will recruit an Impaired Driving specialist to synchronize all of these activities in the most cost effective manner. The diverse expansion of the state's impaired driving program creates a need for more stringent oversight and creative planning. A program coordinator will allow for this program to continue its development and growth.

### **Vermont Impaired Driving Strategies**

- Support Law Enforcement Agencies (LEAs) throughout the state to participate in national impaired driving enforcement campaigns, such as *Drive Sober or Get Pulled Over* as well as state initiated enforcement campaigns.
- Provide instructive assistance to potential subgrantees by requiring they attend a grant workshop prior to the submission of their grant application.
- Support programs for the education of younger drivers, regarding the dangers of driving while impaired and the pertinent laws affecting their age groups.
- Fund the Vermont DUI Enforcement Task Force.
- The addition of a second Law Enforcement Liaison, who began contract service in June of 2013, will focus on impaired driving efforts on the northern section of the state. This part of Vermont has a continuing history of deadly and serious injury, impaired driving crashes.
- Establish a State Impaired Driving Coordinator.
- Provide the state laboratory with instruments to facilitate the processing of impaired driving related evidence.
- Provide participating LEAs with updated roadside breath testing equipment.
- Constitute an Impaired Driving Task Force to coordinate activities among partners invested in reducing impaired driving.
- Continue the DUI Treatment Court pilot in Windsor County.
- Funding a statewide DUI Court Coordinator for the expansion of the Windsor County pilot program throughout Vermont.
- Support for the Judicial Outreach Liaison (JOL) to work in partnership with the judicial system and the newly established DUI Court.
- Work with the Department of Motor Vehicles for the expansion of the Ignition Interlock Program.
- Continued expansion of the Drug Recognition Expert (DRE) program to provide more flexible statewide coverage.
- Engage in collaborative media outreach with the membership partners within the Vermont Highway Safety Alliance (VHSA).
- Provide Advanced Roadside Impaired Driving Enforcement (A.R.I.D.E.) training to serve as steering mechanisms for the DRE program.
- Promote initial Standard Field Sobriety Testing training for new police officers and SFST updates for those already certified, enabling them to keep current.

- Provide equipment incentives for participation in the National Law Enforcement Challenge (NLEC) as well as the Vermont Law Enforcement Challenge (VLEC).
- Support the state media contractor for the development of effective media messaging to deter driving while impaired.
- Support a sports marketing contractor to provide impaired driving messaging to audiences attending live sporting events occurring in the state of Vermont.

## **Impaired Driving Performance Measures**

- Increase the current number of LEAs participating in national and state sponsored impaired driving enforcement campaigns.
- Sponsor five LE grant workshops and two educational grants workshops.
- Provide enough funds for the current DUI (mobile) Task Force to be deployed six times during FFY 2014.
- Deploy VSP coordinated DUI Regional Task Forces (RTF) four times, in a continuous cycle covering summer, fall, Thanksgiving/New Years and spring.
- Support a survey of young drivers to determine perceived risks and attitudes about impaired driving.
- The second LEL will provide additional opportunities to promote the overall enforcement and educational strategies of GHSP, focused on the northern section of the state.
- Distribute an average of five portable breath testing (PBTs) to each of the LEAs participating in GHSPs enforcement campaign's and activities, replacing antiquated or unusable devices.
- Recruit a state DUI coordinator to manage all recruitment, training, certification, update, and renewal of LE personnel, and in particular Drug Recognition Experts.
- Expand the current Windsor County DUI Court pilot into one other county.
- Support the JOL and TSRP in delivering a training session for members of the judiciary.
- Assist the Department of Motor Vehicles with the expansion of the Ignition Interlock Program, as a result of the implementation of the DUI court pilot and subsequent expansion, statewide.
- Increase the number of certified Vermont DRE's from the current cadre of 28 to 33 during FFY 2014.
- Fund three regional A.R.I.D.E. trainings in addition to two S.F.S.T. update trainings.
- Increase participation in VLEC/NLEC from the current 13 agencies to 17 agencies during the next LEC cycle.
- Assist the state media contractor in the creation of three effective DUI messages, specifically designed to impact the state's high risk audience. These messages will be delivered via television, radio, and social media.
- Launch a campaign to educate attendees at least six live sporting events held within the state. The educational message will be supported with a collateral enforcement message.

GHSP is fortunate to have many concerned partners who are willing to actively participate in the continued campaign against impaired driving. Although Vermont has made measurable progress combating impaired driving, there's quite a bit of work still remaining. The GHSP team led by the staff, the two LELs and supported by the JOL and TSRP will continue to provide guidance and leadership to all of our current and future partners involved in these efforts.

## Use of Grant Funds

### *High Visibility Enforcement Efforts*

Project #	DUI Grants to Locals - Subgrantee	Budget	Source
1114-5000	Addison County Sheriff's Dept.	2,000	\$164 AL
1114-5001	Bennington County Sheriff's Dept.	36,000	\$164 AL
1114-5002	Bennington Police Dept.	31,600	\$164 AL
1114-5003	Berlin Police Dept.	7,000	\$164 AL
1114-5004	Brandon Police Dept.	3,000	\$164 AL
1114-5005	Brattleboro Police Dept.	5,000	\$164 AL
1114-5006	Bristol Police Dept.	2,500	\$164 AL
1114-5007	Caledonia County Sheriff's Dept.	6,000	\$164 AL
1114-5008	Castleton Police Dept.	6,000	\$164 AL
1114-5009	Chittenden County Sheriff's Dept.	1,600	\$164 AL
1114-5010	Dover Police Dept.	2,500	\$164 AL
1114-5011	Essex County Sheriff's Dept.	2,000	\$164 AL
1114-5012	Essex Police Dept.	2,000	\$164 AL
1114-5013	Fair Haven Police Dept.	15,000	\$164 AL
1114-5014	Franklin County Sheriff's Dept.	25,000	\$164 AL
1114-5015	Grand Isle County Sheriff's Dept.	9,000	\$164 AL
1114-5016	Hardwick Police Dept.	3,000	\$164 AL
1114-5017	Hartford Police Dept.	5,000	\$164 AL
1114-5018	Lamoille County Sheriff's Dept.	3,000	\$164 AL
1114-5019	Ludlow Police Dept.	3,000	\$164 AL
1114-5020	Manchester Police Dept.	5,000	\$164 AL
1114-5021	Middlebury Police Dept.	3,000	\$164 AL
1114-5022	Montpelier Police Dept.	4,000	\$164 AL
1114-5023	Morristown Police Dept.	5,000	\$164 AL
1114-5024	Newport Police Dept.	3,000	\$164 AL
1114-5025	Northfield Police Dept.	7,000	\$164 AL
1114-5026	Norwich Police Dept.	2,000	\$164 AL
1114-5027	Orange County Sheriff's Dept.	38,000	\$164 AL
1114-5028	Orleans County Sheriff's Dept.	5,000	\$164 AL
1114-5029	Poultney Constable	16,000	\$164 AL
1114-5030	Royalton Police Dept.	1,000	\$164 AL
1114-5031	Rutland City Police Dept.	8,000	\$164 AL
1114-5032	Rutland County Sheriff's Dept.	25,000	\$164 AL
1114-5033	Shelburne Police Dept.	25,000	\$164 AL
1114-5034	Shelburne Police Dept. SHARP	70,000	\$164 AL
1114-5035	Springfield Police Dept.	3,000	\$164 AL
1114-5036	St. Albans Police Dept.	1,500	\$164 AL
1114-5037	St. Johnsbury Police Dept.	6,000	\$164 AL
1114-5038	Stowe Police Dept.	1,000	\$164 AL
1114-5039	Swanton Village Police Dept.	1,000	\$164 AL
1114-5040	Thetford Police Dept.	1,000	\$164 AL
1114-5041	Vergennes Police Dept.	7,000	\$164 AL
1114-5042	Washington County Sheriff's Dept.	20,000	\$164 AL
1114-5043	Williston Police Dept.	3,000	\$164 AL

Project #	DUI Grants to Locals - Subgrantee	Budget	Source
1114-5044	Wilmington Police Dept.	2,000	\$164 AL
1114-5045	Windham County Sheriff's Dept.	5,300	\$164 AL
1114-5046	Windsor County Sheriff's Dept.	7,000	\$164 AL
1114-5047	Windsor Police Dept.	2,000	\$164 AL
1114-5048	Winhall Police Dept.	3,000	\$164 AL
Total		450,000	

Project #	DUI Mobile Task Force - Subgrantee	Budget	Source
1114-5100	Addison County Sheriff's Dept.	6,000	\$164 AL
1114-5101	Bennington County Sheriff's Dept.	9,000	\$164 AL
1114-5102	Caledonia County Sheriff's Dept.	6,000	\$164 AL
1114-5103	Essex County Sheriff's Dept.	6,000	\$164 AL
1114-5104	Franklin County Sheriff's Dept.	6,000	\$164 AL
1114-5105	Grand Isle County Sheriff's Dept.	6,000	\$164 AL
1114-5106	Lamoille County Sheriff's Dept.	6,000	\$164 AL
1114-5107	Orange County Sheriff's Dept.	6,000	\$164 AL
1114-5108	Orleans County Sheriff's Dept.	6,000	\$164 AL
1114-5109	Rutland County Sheriff's Dept.	9,000	\$164 AL
1114-5110	Shelburne Police Dept. Chittenden County	16,000	\$164 AL
1114-5111	Washington County Sheriff's Dept.	6,000	\$164 AL
1114-5112	Windham County Sheriff's Dept.	6,000	\$164 AL
1114-5113	Windsor County Sheriff's Dept.	6,000	\$164 AL
Total		100,000	

Project #	DUI Regional Task Force	Budget	Source
1314-4020	VSP Regional DUI Task Force	300,000	\$405(d)

***Hiring a full-time or part-time impaired driving coordinator of the state's activities to address the enforcement and adjudication of laws regarding driving while impaired by alcohol***

Project #	Project	Budget	Source
1114-5200	Alcohol Program Consultant	70,000	\$164 AL
1214-4300	Alcohol Program Coordinator	100,000	\$410
		170,000	

***Court support of high visibility enforcement efforts, training and education of criminal justice professionals (including law enforcement, prosecutors, judges, and probation officers) to assist such professionals in handling impaired driving cases, hiring traffic safety resource prosecutors, hiring judicial outreach liaisons, and establishing driving while intoxicated courts***



Project #	Project	Budget	Source
1314-4025	Traffic Safety Resource Prosecutor (TSRP)	79,000	§405(d)
1314-4026	Judicial Outreach Liaison (JOL)	75,000	§405(d)
1214-4305	DUI Court Pilot - Windsor County	400,000	§410
1414-4037	DUI Court Statewide	225,000	§405(d)
1314-4306		575,000	§410
1214-4310	Contract to Streamline DUI Affidavit	100,000	§410
Total		1,454,000	

***Improving blood-alcohol concentration testing and reporting***

Project #	Vermont Forensic Laboratory Support	Budget	Source
1314-4040	Department of Public Safety	121,500	§405(d)

***Paid and earned media in support of high visibility enforcement of impaired driving laws, and conducting standardized field sobriety training, advanced roadside impaired driving evaluation training, and drug recognition expert training for law enforcement, and equipment and related expenditures used in connection with impaired driving enforcement***

Project #	Project - Subgrantee	Budget	Source
1414-4090	Paid Media Alcohol - Year Round Sustained	150,000	§405(d)
1314-4091	Paid Media Alcohol - Holidays	225,000	§405(d)
1314-4092	Paid Media Alcohol - Labor Day	208,500	§405(d)
1314-4093	Paid Media Alcohol - Summer	197,000	§405(d)
1414-4094	Paid Media Alcohol - Sports Venues	78,000	§405(d)
1114-5300	Paid Media – Year Round Sustained	1,558,000	§164 AL
1114-5301	Paid Media Sports Venues	100,000	§405(d)
1114-5302	Paid Media Labor Day Weekend	100,000	§405(d)
1114-5303	Paid Media Holidays	100,000	§405(d)
1114-5304	Spring, Grad, Summer DUI	100,000	§405(d)
1114-5202	SFST and ARIDE Training	50,000	§164 AL
1314-4312	SFST and ARIDE Training	50,000	§410
1314-4030	DRE Call Out Pay	10,300	§405(d)
1314-4031	DRE Training Updates, Conferences and Supplies	23,000	§405(d)
1314-4032	DRE Regional Training sponsored by VT	40,000	§405(d)
1314-4313	DRE Test Case	50,000	§410
1314-4034	DRE Outside Lab Tests	50,000	§405(d)
1214-4315	Updated PBTs for Vermont LEAs - 500 units @ \$600	300,000	§410
Total		3,389,800	

# §405(f) Motorcyclist Safety

## Qualification Criteria:

### Criterion 1: Motorcycle Rider Training Course

Requirements: *Requirements: To satisfy this criterion, a State must have an effective motorcycle rider training course that is offered throughout the State, provides a formal program of instruction in accident avoidance and other safety-oriented operational skills to motorcyclists.*

Certifications and Assurances

Part 5: Motorcyclist Safety (23 CFRF 1200.25)

### *Vermont Motorcycle Rider Training Statutes*

#### **DMV Rule No. 42**

#### **Requirements for Motorcycle Rider Training Instructors, Sponsors and Students**

##### *Motorcycle Rider Training Instructor Requirements*

1. The Instructor shall have a High School Diploma or its equivalent.
2. The Instructor shall own and regularly operate a motorcycle.
3. The Instructor shall be at least 21 years of age and must hold a valid Motor Vehicle Operator's License endorsed for motorcycle operation.
4. The Instructor shall have at least four years of motorcycle riding experience during the last five years.
5. The Instructor's Motor Vehicle Operator's License shall not have been suspended or revoked at any time during the preceding two years. In addition the Instructor shall fully and accurately disclose any convictions of traffic violations, traffic offenses or crimes of any nature. The commissioner/or authorized agent shall determine if such violations, offenses or crimes shall warrant denial of Program Certification. Disclosure must include any and all citations for traffic violations or offenses and any and all crimes where a citation or conviction was issued.
6. The Instructor shall not have any convictions during the preceding five years for:
  - (A) operating a vehicle under the influence of intoxicating liquor or other substance,
  - (B) operating or taking another person's vehicle without the owner's consent,
  - (C) operating a vehicle after suspension, revocation or refusal of license,
  - (D) operating a vehicle in a careless and negligent manner, and
  - (E) leaving the scene of an accident.
7. Instructors who are licensed in other States shall furnish certified copies of their driving records to the Department of Motor Vehicles.
8. An applicant shall not be eligible for Instructor status until his or her driving record for the preceding five years, or the maximum number of years less than five which a State retains records, is furnished.
9. The Instructor shall have an approved Instructor Certificate which may be a State or Motorcycle Safety Foundation Certificate, and the Instructor must be registered as a currently active Instructor.
10. The Instructor shall pass any Motorcycle Riding Skills Test and/or Knowledge Test required by the Department of Motor Vehicles.
11. To remain approved, an Instructor must conduct a minimum of four (4) complete Vermont Rider Education

Program basic courses in any two (2) consecutive calendar years, attend an approved Instructors Update workshop annually or satisfy a combination of experience, training and testing requirements sufficient to establish proficiency to the satisfaction of the Department of Motor Vehicles. In addition, Instructors may also be required to participate in other professional development as determined by the Program Coordinator in consultation with the Training Specialist.

12. Approval as an Instructor may be suspended or revoked by the Commissioner if the Instructor fails to continue to meet the requirements.

The Department of Motor Vehicles is the designated State authority having jurisdiction over motorcyclists' safety issues which includes a formal program of instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle training to motorcyclists.

T. 23 - 733

***Motorcycle rider training program.***

(a) The department shall establish standards for and shall administer the motorcycle rider training program. The program shall include, but is not limited to, rider training courses and instructor training. The department may expand the program to include public awareness, alcohol and drug effects, driver improvement for motorcyclists, licensing improvement, program promotion or other motorcycle safety programs.

(b) The commissioner shall appoint a program coordinator who shall oversee and direct the program by setting program and funding guidelines, and conduct an annual evaluation.

(c) The commissioner shall also appoint one or more training specialists who shall assist in establishing rider training courses throughout the state, support and implement program and funding guidelines and supervise instructors and other personnel as necessary. The training specialist may be a trained chief instructor.

(d) An adequate number of rider training courses shall be provided to meet the reasonably anticipated needs of all persons in the state who desire to participate in the program. The department shall issue certificates of completion in the manner and form prescribed by the commissioner to persons who satisfactorily complete the requirements of the course.

(e) The department may enter into contracts with either public or private institutions or organizations for technical assistance in conducting rider training courses, if the course is administered and taught according to standards established by the department pursuant to this section for the motorcycle rider training program. If necessary, an organization conducting a rider training course shall charge a reasonable tuition fee which shall be determined by and paid to the commissioner.

(f) The commissioner shall adopt rules which are necessary to carry out the provisions of the motorcycle rider training program.

(g) In establishing standards for the motorcycle rider training program, the department shall be guided by any existing national standards for such programs, including standards of the motorcycle safety foundation.

(h) Any person, agencies, institutions, or organizations offering motorcycle safety instruction under the auspices of this subchapter, with respect to such instruction activities, are exempt from the requirements of subchapter 4 of this chapter relating to driver training school licenses. Added 1989, No. 268 (Adj. Sess.), 1, eff. June 21, 1990; amended 1997, No. 59, 76, eff. June 30, 1997.

**Documentation verification for jurisdiction:**

Part 5: Motorcyclist Safety (23 CFR 1200.25)

JAMES H. DOUGLAS  
GOVERNOR



State of Vermont  
OFFICE OF THE GOVERNOR

June 25, 2007

Ms. Bonnie L. Rutledge  
Commissioner  
Vermont Department of Motor Vehicles  
120 State Street  
Montpelier, VT 05602-0001

Dear Commissioner Rutledge:

I hereby designate the Commissioner of Motor Vehicles, agency head, and the Department of Motor Vehicles, lead agency, to administer motorcyclist safety issues for the State of Vermont.

Sincerely,

A handwritten signature in black ink, appearing to read "James H. Douglas".

James H. Douglas  
Governor

JHD/hkp

c: K. Sleeper, Commissioner/Vermont Department of Public Safety  
P. Weiser, Regional Administrator/National Highway Safety Administration

COPY

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**Registration by County for Calendar Year 2013**

County	Motorcycle Registrations	Percent by County	Counties with a VREP Site
Addison	1,701	6.17%	
Bennington	1,597	5.79%	
Caledonia	1,258	4.56%	4.56%
Chittenden	5,947	21.57%	21.57%
Essex	285	1.03%	
Franklin	2,058	7.46%	7.46%
Grand Isle	392	1.42%	
Lamoille	1,149	4.17%	
Orange	1,361	4.94%	
Orleans	1,178	4.27%	
Rutland	2,764	10.02%	10.02%
Washington	2,828	10.26%	10.26%
Windham	2,425	8.79%	8.79%
Windsor	2,633	9.55%	
Total	27,576		62.66%

**List is of the courses locations offered throughout Vermont:**

VREP COURSES June 2012 – May 2013					
Course Type	Location	Course #	Start Date	Attendees Allowed	Attendees Scheduled
<b>Chittenden County</b>					
BRC	Air Guard	5	06/08/2012	12	12
BRC	Air Guard	6	06/15/2012	12	12
BRC	Air Guard	7	06/22/2012	12	12
BRC	Air Guard	8	07/06/2012	12	12
BRC	Ethan Allen	1	07/06/2012	12	12
BRC	Ethan Allen	2	07/13/2012	13	13
BRC	Air Guard	9	07/13/2012	12	11
BRC	Air Guard	10	07/20/2012	12	12
BRC	Ethan Allen	3	07/20/2012	12	12
BRC	Air Guard	104	07/26/2012	11	11
BRC	Air Guard	11	07/27/2012	12	12
BRC	Ethan Allen	4	07/27/2012	12	11
BRC	Ethan Allen	5	08/03/2012	12	12
BRC	Ethan Allen	6	08/10/2012	12	12
BRC	Air Guard	12	08/10/2012	12	10
BRC	Air Guard	105	08/14/2012	5	5
BRC	Air Guard	13	08/17/2012	12	12
IRC	Ethan Allen	1	08/18/2012	12	6
ERCLW	Ethan Allen	1	08/19/2012	12	8
BRC	Air Guard	14	08/24/2012	12	12
BRC	Ethan Allen	7	08/24/2012	12	12
BRC	Ethan Allen	8	09/07/2012	12	12
BRC	Ethan Allen	9	09/14/2012	12	12
BRC	Air Guard	15	09/14/2012	12	9

VREP COURSES June 2012 – May 2013					
Course Type	Location	Course #	Start Date	Attendees Allowed	Attendees Scheduled
BRC	Ethan Allen	10	09/21/2012	12	12
BRC	Air Guard	17	09/28/2012	12	9
BRC	Ethan Allen	11	09/28/2012	12	7
BRC	Ethan Allen	12	10/05/2012	12	12
BRC	Air Guard	1	04/26/2013	12	12
BRC	Ethan Allen	1	04/26/2013	12	12
BRC	Ethan Allen	2	05/03/2013	12	12
BRC	Air Guard	2	05/10/2013	12	12
BRC	Ethan Allen	3	05/10/2013	12	12
ERCPL	Air Guard	101	05/16/2013	12	4
BRC	Air Guard	3	05/17/2013	12	12
BRC	Ethan Allen	4	05/17/2013	12	12
ERCPL	Air Guard	102	05/17/2013	12	8
BRC	Air Guard	101	05/23/2013	9	9
BRC	Air Guard	4	05/24/2013	12	12
BRC	Ethan Allen	5	05/24/2013	12	12
			Totals	470	433
<b>Washington County</b>					
BRC	Berlin	5	06/01/2012	11	11
BRC	Berlin	6	06/08/2012	11	11
BRC	Berlin	7	06/15/2012	11	11
BRC	Berlin	8	06/22/2012	11	11
BRC	Berlin	9	07/06/2012	12	12
BRC	Berlin	10	07/20/2012	11	11
BRC	Berlin	11	07/27/2012	11	11
BRC	Berlin	12	08/03/2012	11	11
BRC	Berlin	13	08/10/2012	11	11
BRC	Berlin	14	08/17/2012	12	12
BRC	Berlin	16	09/07/2012	11	11
BRC	Berlin	19	09/28/2012	11	8
BRC	Berlin	1	04/26/2013	11	11
BRC	Berlin	2	05/03/2013	11	11
BRC	Berlin	3	05/10/2013	11	11
BRC	Berlin	4	05/24/2013	11	11
BRC	Berlin	5	05/31/2013	12	12
ERCLW	Berlin	3	07/15/2012	11	10
ERCLW	Berlin	2	05/19/2013	12	12
ERCPL	Berlin	1	05/18/2013	11	5
			Totals	224	214
<b>Windham County</b>					
BRC	Dummerston	6	06/01/2012	8	8
BRC	Dummerston	7	06/08/2012	8	8
BRC	Dummerston	8	06/15/2012	8	8
BRC	Dummerston	9	06/22/2012	8	8
BRC	Dummerston	10	07/06/2012	8	8
BRC	Dummerston	11	08/03/2012	8	8
BRC	Dummerston	12	08/10/2012	8	8
BRC	Dummerston	13	08/24/2012	8	8
BRC	Dummerston	14	09/07/2012	8	5
BRC	Dummerston	1	04/26/2013	8	8

VREP COURSES June 2012 – May 2013					
Course Type	Location	Course #	Start Date	Attendees Allowed	Attendees Scheduled
BRC	Dumerston	2	05/03/2013	8	8
BRC	Dumerston	3	05/10/2013	8	8
BRC	Dumerston	4	05/17/2013	8	8
BRC	Dumerston	5	05/24/2013	8	8
BRC	Dumerston	6	05/31/2013	8	8
IRC	Dumerston	1	07/28/2012	8	3
			Totals	128	120
<b>Franklin County</b>					
BRC	Highgate	5	06/01/2012	12	12
BRC	Highgate	6	06/08/2012	12	12
BRC	Highgate	7	06/22/2012	12	12
BRC	Highgate	8	07/06/2012	12	12
BRC	Highgate	9	07/13/2012	12	12
BRC	Highgate	10	07/20/2012	12	12
BRC	Highgate	11	07/27/2012	12	11
BRC	Highgate	12	08/10/2012	12	10
BRC	Highgate	15	09/07/2012	12	5
BRC	Highgate	18	09/28/2012	12	3
BRC	Highgate	1	04/26/2013	12	12
BRC	Highgate	2	05/03/2013	12	12
BRC	Highgate	3	05/10/2013	12	12
BRC	Highgate	4	05/17/2013	12	12
BRC	Highgate	5	05/24/2013	12	12
BRC	Highgate	6	05/31/2013	12	12
ERCLW	Highgate	1	06/16/2012	12	12
ERCPL	Highgate	2	08/04/2012	12	4
IRC	Highgate	1	06/17/2012	12	5
			Totals	228	194
<b>Rutland County</b>					
BRC	Pittsford	3	06/01/2012	12	12
IRC	Rutland	1	06/02/2012	12	3
ERCLW	Rutland	3	06/03/2012	12	6
BRC	Pittsford	4	06/08/2012	13	13
BRC	Rutland	5	06/08/2012	12	12
RCP	Pittsford	1	06/15/2012	12	10
BRC	Rutland	6	06/15/2012	12	12
BRC	Pittsford	5	06/22/2012	12	11
BRC	Rutland	7	06/22/2012	12	12
BRC	Rutland	8	07/06/2012	12	12
BRC	Pittsford	6	07/13/2012	12	12
BRC	Rutland	9	07/20/2012	12	12
ERCPL	Pittsford	2	07/22/2012	12	4
BRC	Pittsford	7	07/27/2012	12	10
BRC	Rutland	10	07/27/2012	12	12
BRC	Rutland	11	08/03/2012	12	11
BRC	Pittsford	9	08/10/2012	12	4
BRC	Rutland	12	08/17/2012	12	9
BRC	Rutland	14	09/14/2012	12	10
BRC	Rutland	15	09/21/2012	12	7
BRC	Pittsford	13	09/24/2012	12	3

VREP COURSES June 2012 – May 2013					
Course Type	Location	Course #	Start Date	Attendees Allowed	Attendees Scheduled
BRC	Pittsford	14	09/28/2012	12	9
BRC	Pittsford	15	10/05/2012	12	5
BRC	Rutland	1	04/26/2013	12	12
BRC	Pittsford	1	05/03/2013	12	12
BRC	Rutland	2	05/03/2013	12	12
BRC	Pittsford	2	05/10/2013	12	12
BRC	Rutland	3	05/10/2013	12	12
BRC	Pittsford	3	05/13/2013	12	7
BRC	Pittsford	4	05/17/2013	12	12
BRC	Rutland	4	05/17/2013	12	12
BRC	Rutland	5	05/24/2013	12	12
BRC	Pittsford	5	05/31/2013	12	12
BRC	Rutland	6	05/31/2013	12	12
			Totals	409	338
<b>Caledonia County</b>					
BRC	St. Johnsbury	4	06/01/2012	12	12
BRC	St. Johnsbury	5	06/15/2012	13	13
BRC	St. Johnsbury	6	06/22/2012	12	12
BRC	St. Johnsbury	7	07/06/2012	12	11
BRC	St. Johnsbury	8	07/13/2012	12	12
BRC	St. Johnsbury	9	07/20/2012	12	11
BRC	St. Johnsbury	10	07/27/2012	12	10
BRC	St. Johnsbury	12	08/10/2012	12	9
BRC	St. Johnsbury	13	08/17/2012	12	8
BRC	St. Johnsbury	15	09/21/2012	12	12
BRC	St. Johnsbury	1	05/03/2013	12	12
BRC	St. Johnsbury	2	05/10/2013	12	12
BRC	St. Johnsbury	3	05/17/2013	12	12
BRC	St. Johnsbury	4	05/31/2013	13	13
			Totals	170	159

### Summary by County

County	Attendees Allowed	Attendees Scheduled
Chittenden	470	433
Caledonia	170	159
Franklin	228	194
Rutland	409	338
Washington	224	214
Windham	128	120
Total	1629	1458



## Certified Instructors

The following is a list of the certified motorcycle rider training instructors who are certified by the designated State authority having jurisdiction over motorcyclist safety issues and as well as the nationally recognized motorcycle safety organization MSF Rider Training Program with certification:

Vermont RiderCoach and RiderCoach Trainer List – 6/1/2013					
MSF ID#	First Name	Last Name	Status	Expiration	Ranking
158880	Michael	Ambrisco	Active	6/24/2014	RiderCoach
136758	James	Aurigemma	Active	6/28/2015	RiderCoach
121209	John	Ayers	Active	5/22/2015	RiderCoach
121210	Kevin	Barrett	Active	5/22/2015	RiderCoach
116027	Peter	Booth	Active	10/5/2013	RiderCoach
158881	Clay	Britch	Active	6/24/2014	RiderCoach
133287	Eric	Britton	Active	5/21/2014	RiderCoach
20339	Catherine	Broderick	Active	5/18/2015	RiderCoach
158882	Gabriel	Cole	Active	6/24/2014	RiderCoach
138724	Scott	Crandall	Active	6/20/2014	RiderCoach
158883	Joel	Davidson	Active	6/24/2014	RiderCoach
158884	David	Defelice	Active	6/24/2014	RiderCoach
116034	David	Degrasse	Active	10/5/2013	RiderCoach
138725	Ryan	Dudley	Active	6/20/2014	RiderCoach
110515	Joy	Ellis	Active	7/20/2015	RiderCoach
116030	David	Evans	Active	10/5/2013	RiderCoach
116031	Justin	Falkenberg	Active	10/5/2013	RiderCoach
118450	Lawrence	Grant	Active	5/23/2014	RiderCoach
118449	Loretta	Grant	Active	5/23/2014	RiderCoach
20343	Paul	Graves	Active	2/4/2015	RiderCoach Trainer
106465	Carol Anne	Hickok	Active	7/20/2013	RiderCoach
133289	Christopher	Hill	Active	5/21/2014	RiderCoach
158885	Brian	Houghton	Active	6/24/2014	RiderCoach
158886	Christian	Jaquith	Active	6/24/2014	RiderCoach
124610	Alan	Jefferys	Active	5/21/2014	RiderCoach
121215	William	Jenks	Active	5/22/2015	RiderCoach
158879	Paul	Kearney	Active	6/24/2014	RiderCoach
116032	June	Kelly	Active	10/5/2013	RiderCoach
28729	Mark	Ladue	Active	8/6/2015	RiderCoach
136762	Michael	Laspia	Active	6/28/2015	RiderCoach
124611	Bruce	Lierman	Active	5/21/2014	RiderCoach
130262	Robert	Martin	Active	5/20/2015	RiderCoach
138729	Patrick	Mcdonnell	Active	6/20/2014	RiderCoach
118443	Patrick	Mcmanamon	Active	5/23/2014	RiderCoach
26824	David	Mickey	Active	7/20/2013	RiderCoach
26825	Judy	Mirro	Active	7/20/2013	RiderCoach
124612	William	Mitchell	Active	5/21/2014	RiderCoach
124613	Andrew	Penniman	Active	5/21/2014	RiderCoach
136764	George	Rice	Active	6/28/2015	RiderCoach
158878	Nick	Rock	Active	6/24/2014	RiderCoach
138726	Dale	Rowell	Active	6/20/2014	RiderCoach

Vermont RiderCoach and RiderCoach Trainer List – 6/1/2013					
138727	Gary	Savard	Active	6/20/2014	RiderCoach
130261	Robert	Schwartz	Active	5/20/2015	RiderCoach
110514	Tim	Stafford	Active	8/6/2013	RiderCoach
124614	Scott	Walter	Active	5/21/2014	RiderCoach
28730	Jay	Whitney	Active	5/18/2015	RiderCoach
121218	David	Willette	Active	5/22/2015	RiderCoach

## Quality Control Procedures:

### VERMONT DEPARTMENT OF MOTOR VEHICLES EDUCATION AND SAFETY

#### Standard Operating Procedures

CATEGORY: Education and Safety

POLICY DESCRIPTION: Monitoring of Motorcycle Training Schools/Personnel

The Department shall perform Quality Assurance Visits (QAV) on motorcycle-training courses conducted by motorcycle training programs. Monitoring will be used to verify compliance with Department and Motorcycle Safety Foundation regulations and guidelines.

1. Quality Assurance Visit Personnel Requirements
  - VREP Program Coordinator or currently certified MSF and VREP RiderCoach or RiderCoach Trainer
  - Access to a computer and the Motorcycle Safety Foundation's website
    - For reporting on each QAV the Department uses a form developed by the Motorcycle Safety Foundation. The form must be completed on-line and is available to the MSF training community at [www.retsorg.org](http://www.retsorg.org)
  - If the person conducting monitoring is a VREP RiderCoach:
    - Employed as an instructor by DMV for at least the past five training seasons
    - Has conducted a minimum of twenty (20) motorcycle training courses during the past five training seasons
2. Quality Assurance Visit Procedures
  - The Department will use the Motorcycle Safety Foundation's Online Quality Assurance Visit form or similar form to generate QAV report
  - The monitor shall be as unobtrusive as possible
    - When monitoring range portions of a course the monitor will position himself/herself off of the range, at a location which will allow observation of the instructor(s) being monitored and students path of travel
    - When monitoring classroom portions of a course the monitor will position himself/herself at a location in the classroom which will allow observation of the instructor(s) being monitored and any audio visual equipment being used
  - The monitor should not interfere with the instruction being presented
    - If safety related issues arise the monitor should try to resolve the problem by contacting the instructor(s) and give him/her the opportunity to fix the problem. Only if the instructor(s) do not correct the issue will the monitor step in to correct the problem

- If incorrect information is given during the classroom portion, speak with the instructor(s), if at all possible during a break, and have him/her provide the students with the correct information
  - The individual monitoring the course shall be professionally attired
  - Primary Areas of Observation
    - Compliance with the RiderCoach Guide, RiderCoach Rules of Professional Conduct and BRC/ERC Range Cards
    - Student Safety
    - Safety Violations
      - Condition of motorcycles – pay particular attention to any issue that would compromise safety (bent forks, tires, rims, etc.)
      - Monitors may use the Motorcycle Safety Foundation’s TCLOCS procedure as an inspection guide. A copy of the procedure can be found on the MSF website ([www.msf-usa.org](http://www.msf-usa.org))
      - Is the range area safe – is it a modified range (do RiderCoaches have a copy of the modifications), has the range been blocked off from outside traffic
      - Is range in good condition – note any range debris that may pose a safety hazard
    - Document safety hazards
  - Secondary Areas of Observation
    - Coaching
    - Honoring Basic RiderCourse principles
      - S.A.M. – Safety, Adult Learning, Motor Skills
      - S.E.E Principles – (Safe, Effective, Efficient – prioritized in that order)
3. Quality Assurance Visit Write-Up
- Provide details
  - Guidelines for the QAV report
    - Be sure all statements are factual and descriptive
    - Be wary of personal inferences or conclusions
    - Give context to your comments
      - In general, the exercises were run according to the range cards. However...
  - Describe what you saw – (Strengths and opportunities)
  - Refer back to materials – (RiderCoach Guide, Range Cards)
  - Have initial write-up completed within seven (7) days of completion of the course that was monitored and forward it to the VREP Program Coordinator
  - Coordinator shall review the report and contact the monitor if additional details or clarification is required
  - A copy of the final report should be forwarded to the instructor and training program within twenty-one (21) days of completion of the course that was monitored
4. The Department of Motor Vehicles may contact the motorcycle-training program’s instructors and/or students after completion of the course to clarify any issues or concerns. The Department of Motor Vehicles may also make recommendations to improve the training facility and instructor performance.

### **Criterion 3: Motorcyclist Awareness Program**

Vermont is not applying under this criterion.

### **Criterion 4: Reduction of fatalities and Crashes Involving Motorcycles**

Vermont does not meet this criterion.

## Criterion 5: Impaired Driving Program

### Data

GHSP uses the following data to identify and prioritize our impaired driving program. The counties (sheriffs), towns (local police departments), and state police can further refine these statistics by obtaining, from Vermont's Crash Data Analyst, detailed maps showing data specific to their jurisdiction.

### *Ranked Impaired Crashes for 2012 (All Vehicles)*

County	PDO	Injury	Fatal	All
Totals	373	245	33	650
Chittenden	109	46	4	159
Windham	49	23	2	74
Windsor	47	22	2	71
Washington	18	34	6	58
Rutland	31	20	1	51
Bennington	32	14	2	48
Caledonia	22	14	5	41
Franklin	13	19	2	34
Addison	12	16	1	29
Orleans	14	6	6	26
Orange	11	10	0	21
Lamoille	7	11	2	20
Grand Isle	6	5	0	11
Essex	2	5	0	7
Totals	746	490	66	1,300

### *Ranked Motorcycle Crashes for 2012*

County	PDO	Injury	Fatal	All
Chittenden	2	4	1	7
Caledonia	0	1	2	3
Addison	0	1	1	2
Bennington	1	0	1	2
Orange	1	0	0	1
Washington	0	1	0	1
Windham	0	1	0	1
Rutland	0	0	0	0
Franklin	0	0	0	0
Orleans	0	0	0	0
Windsor	0	0	0	0
Lamoille	0	0	0	0
Grand Isle	0	0	0	0
Totals	4	8	5	17

## ***Motorcycle Fatalities***

<b>Year</b>	<b>Motorcyclist Fatalities</b>	<b>3-Year Average</b>
2003	3	
2004	11	
2005	14	9.3
2006	10	11.7
2007	7	10.3
2008	7	8.0
2009	8	7.3
2010	6	7.0
2011	8	7.3
2012	11	8.3
<b>GOAL 2014</b>		<b>7.7</b>

## **Legal Citations**

### ***Title 23: Motor Vehicles***

#### *Chapter 13: OPERATION OF VEHICLES*

Sec. 3, 23 V.S.A. §1201. Operating vehicle under the influence of intoxicating liquor or other substance; criminal refusal

#### ***§ 1201. Operating vehicle under the influence of intoxicating liquor or other substance; criminal refusal; enhanced penalty for BAC of 0.16 or more***

(a) A person shall not operate, attempt to operate, or be in actual physical control of any vehicle on a highway:

(1) when the person's alcohol concentration is 0.08 or more, or 0.02 or more if the person is operating a school bus as defined in subdivision 4(34) of this title; or

(2) when the person is under the influence of intoxicating liquor; or

(3) when the person is under the influence of any other drug or under the combined influence of alcohol and any other drug to a degree which renders the person incapable of driving safely; or

(4) when the person's alcohol concentration is 0.04 or more if the person is operating a commercial motor vehicle as defined in subdivision 4103(4) of this title.

(b) A person who has previously been convicted of a violation of this section shall not operate, attempt to operate, or be in actual physical control of any vehicle on a highway and refuse a law enforcement officer's reasonable request under the circumstances for an evidentiary test where the officer had reasonable grounds to believe the person was in violation of subsection (a) of this section.

(c) A person shall not operate, attempt to operate, or be in actual physical control of any vehicle on a highway and be involved in an accident or collision resulting in serious bodily injury or death to another and refuse a law enforcement officer's reasonable request under the circumstances for an evidentiary test where the officer has reasonable grounds to believe the person has any amount of alcohol in the system.

(d)(1) A person who is convicted of a second or subsequent violation of subsection (a), (b), or (c) of this section when the person's alcohol concentration is proven to be 0.16 or more shall not, for three years from the date of

the conviction for which the person's alcohol concentration is 0.16 or more, operate, attempt to operate, or be in actual physical control of any vehicle on a highway when the person's alcohol concentration is 0.02 or more. The prohibition imposed by this subsection shall be in addition to any other penalties imposed by law.

(2) A person shall not operate, attempt to operate, or be in actual physical control of any vehicle on a highway when the person's alcohol concentration is 0.02 or more if the person has previously been convicted of a second or subsequent violation of subsection (a), (b), or (c) of this section within the preceding three years and the person's alcohol concentration for the second or subsequent violation was proven to be 0.16 or greater. A violation of this subsection shall be considered a third or subsequent violation of this section and shall be subject to the penalties of subsection 1210(d) of this title.

(e) The fact that a person charged with a violation of this section is or has been entitled to use a drug under the laws of this state shall not constitute a defense against any charge of violating this section.

(f) A person may not be convicted of more than one violation of subsection (a) of this section arising out of the same incident.

(g) For purposes of this section and section 1205 of this title, the defendant may assert as an affirmative defense that the person was not operating, attempting to operate, or in actual physical control of the vehicle because the person:

(1) had no intention of placing the vehicle in motion; and

(2) had not placed the vehicle in motion while under the influence. (Added 1969, No. 267 (Adj. Sess.), § 1; amended 1973, No. 16, § 1, eff. March 1, 1973; No. 79, § 1, eff. May 23, 1973; 1975, No. 10, § 2, eff. April 9, 1975; 1981, No. 103, §§ 2, 2a; 1983, No. 212 (Adj. Sess.), § 5; 1989, No. 68, § 2, eff. Dec. 1, 1989; 1991, No. 55, § 2; 1997, No. 56, § 1, eff. Aug. 1, 1997; 1999, No. 116 (Adj. Sess.), § 2; No. 160 (Adj. Sess.), § 15; 2001, No. 146 (Adj. Sess.), § 1; 2005, No. 37, § 1; 2007, No. 195 (Adj. Sess.), § 4; 2011, No. 56, § 3.)

### **Enforcement Implemented (Countermeasures):**

The Staff of the Vermont Governor's Highway Safety Program (GHSP) subscribes to the model of a data driven approach to enhance all aspects of traffic safety. Historically, since the first *Click It or Ticket* (CIOT) in 2001, the state has experienced a solid level of education and enforcement activities throughout the state. In particular, GHSP has energetically promoted each of the four major NHTSA mobilizations each year:

- Two DUI mobilizations, one during Thanksgiving/Christmas/New Year Holiday campaign and the Labor Day/Back-to-School DUI campaign.
- Two occupant protection campaigns, the May Mobilization, *Click it or Ticket* (CIOT) and the Thanksgiving CIOT campaign. Both the May and the Thanksgiving campaigns involve checkpoints and saturation patrols.

Deployment of enforcement resources is determined through careful analysis of fresh crash data. It is hoped eventually to be able to not only detect emerging trends, but to use data to predict or forecast specific geographical locations which are in the early stages of developing as crash prone locations. Even during occupant protection enforcement campaigns, participating agencies are keenly aware of the need to be vigilant for incidents of impaired driving. During the recent past, agencies have produced surprising numbers of DUI arrests while, basically enforcing occupant protection laws.

Historically, members of the DUI Task Force Team actively participate with agencies in periodic mobilizations in an effort to increase awareness of impaired operation at all hours of the day and night. Task Force members working collaboratively, multi-agency checkpoints, and saturation patrols have produced positive impact in the areas of focus. Deploying multiagency DUI Task Forces is greatly facilitated by virtue of all Vermont law enforcement officers being certified as police officers with statewide enforcement authority. Generally employing the high visibility model across the state, Task Force members conduct enforcement details outside of their geographical areas of employment. In past years, Task Force resources/personnel were drawn from five larger participating law enforcement agencies across the state. To provide increased visibility, teams deploy one of four Mobile Breath-Alcohol Testing Vehicles, or "BAT" mobiles that are equipped with radio systems, video recording systems and automatic plate recognition technology. Individual Task Force members are currently replicating this cooperative enforcement approach, on a local/countywide scale, in specified areas contiguous to their geographical areas of employment. GHSP's Law Enforcement Liaison is an experienced motorcycle rider and works in cooperation with the LEL in New York State on cross border enforcement efforts of mutual concern. Useful intelligence and information is shared with the locally affected agencies.

Motorcyclists are attracted by the lure of many country roads which meander through the state. Riders from all over the country take advantage of the summer riding season in the generally cooler climate of the northeast. There are many motorcycle events in Vermont during the summer riding season, but three of these events directly impact traffic and, in some cases, criminal activity. The motorcycle races in Laconia, New Hampshire in June bring considerable traffic through the southern half of Vermont. Motorcycle groups (gangs) travel north from the Hell's Angel's clubhouse in Pittsfield, Massachusetts into Bennington via U.S. Rt. 7 and then east on Vt. Rt. 9 to New Hampshire. In addition, groups from the greater New York capital district and western New York travel across New York Route 7 to Vt. Route 9 into Bennington and then on to New Hampshire. In the recent past this was problematic for the L-E agencies in the southwestern corner of the state and for Bennington Police in particular. Multi agency saturation patrols and checkpoints are activated more for the appearance of omnipresence than enforcement. Local restaurants along with pubs and bars, see an increase in activity beginning on the Thursday before the (weekend of the) races and continuing on for the next week. Some DUI and drug possession cases are generated and traffic offenses increased. Bennington Police, Wilmington Police, and Brattleboro Police frequently communicate when large groups move from one area to the other so that the agencies can plan for increased traffic. In recent years the volume of traffic has generally decreased, but remains in enough volume to warrant attention.

A second event is the *Americade Ride-In* which is based in Lake George, New York., in very close proximity to the Vermont border. During this event the ride-in coordinators plan rides to sightseeing events in both Vermont and New York. Accordingly, several groups of 25-50 motorcycles may move into the Rutland/ Addison/Bennington area with an unpredictable schedule. These groups are usually well behaved and the coordinators strongly suggest that alcohol consumption be restricted for the end of the day when the riders return to Lake George. The impact is usually traffic only.

The third event is the *Killington Classic*. Motorcyclists from all over the country have a ride-in, camp-in in the Killington Base Lodge area. There is a bike show and swap event. After a day or two the participants travel in one very large group into Rutland City. A lieutenant of the Rutland City Police Department, has coordinated the enforcement aspects of this detail for quite a number of years. The Rutland Police lead the group down the mountain to U.S. Rt. 4 and then into the city. The participants then meet at various restaurants for dinner and then disperse, en route to other locations. This is a very well planned/managed operation and other than the

impact of several hundred motorcycles on Rt. 4 at one time, police presence and route structure promote enhanced safety during these sessions.

During the state’s saturation patrols and at checkpoints, educational materials specifically designed for motorcycle riders are distributed. These materials contain information describing the consequences of riding while impaired, pertinent motorcycle facts, and information. In addition to the above described enforcement initiatives, we’ve utilized statistical information, crash data pertaining to motorcycle crashes of all types, property damage, injury and fatal crashes, along with data from DUI arrests of impaired motorcycle operators to identify areas in the state in which traffic safety concerns are more pronounced.

Franklin County in the northwest corner of the state and Orange County in the north-central part of the state were identified as areas that would benefit from increased enforcement efforts. After consultation with the Franklin County Sheriff’s Department and the St. Albans Police Department (Franklin County) a problem area was identified in relation to impaired driving with motorcyclists. In addition to this area, they have seen an influx of motorcycle traffic on Interstate 89 near the Canadian border with motorcycles traveling to and from the motorcycle events in Laconia, New Hampshire.

During the summer of 2013, the GHSP will support and facilitate a Task Force approach to increase patrols and checkpoints in this area to reduce crashes and impaired operation. This idea was met with strong support from both agencies to coordinate these activities. Additionally, the Orange County Sheriff’s Department (OCD) will conduct targeted enforcement efforts in the towns of Randolph, South Royalton, and Tunbridge. Tunbridge is the home of the Tunbridge World’s Fair, a summer event that has traditionally posed problems for law enforcement agencies dealing with impaired operators leaving the fairgrounds. OCD has welcomed the partnership for renewed DUI enforcement efforts to identify impaired motorcyclists. Orange County has many scenic highways that motorcyclists travel throughout the summer months.

The GHSP will capture information from all interactions, both from saturation patrols and checkpoints. Infractions will be separated by the seriousness of the offense; this data will be used to further supplement enforcement locations.

In addition to the above, the GHSP assists sheriff’s departments, municipal agencies, and the Vermont State Police. These grants are for year-round enforcement and they offer the agency the opportunity to target specific events in their communities in addition to our mobilizations.

***Ranked DUI Grants for 2012***

<b>County</b>	<b>Grants Total</b>
Vermont State Police (All Counties)	300,000
Chittenden	117,600
Bennington	84,600
Rutland	82,000
Orange	45,000
Washington	44,000
Franklin	33,500
Windsor	29,000
Caledonia	21,000
Windham	20,800
Addison	20,500
Grand Isle	15,000



Lamoille	15,000
Orleans	14,000
Essex	8,000
Total	850,000

**Criterion 6: Reduction of Fatalities and accidents involving impaired motorcyclists**

Vermont is not applying under this criterion.

**Criterion 7: Use of fees collected from motorcyclists for motorcycle programs**

Vermont is not applying under this criterion.

Project #	Motorcycle Safety Program	Budget	Source
1414-6000	Vermont Department of Motor Vehicles	30,600	S403(f)
1314-6000		29,775	§405(f)
1214-6000		40,403	§2010
Total		100,778	

# Highway Safety Performance Cost Summary (HS-217)

U.S. Department of Transportation National Highway Traffic Safety Administration Federal Highway Administration							
HIGHWAY SAFETY PROGRAM COST SUMMARY							
State: VERMONT		Number: Preliminary				HS-217	
Federally Funded Programs							
	Program Area	Approved Program Costs	State/ Local Funds	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
<b>§402</b>							
	OP – Occupant Protection	1,423,600	355,900	684,900	738,700	1,423,600	930,000
	CP – Community Education	229,600	57,400	217,800	11,800	229,600	158,800
	PA – Program Administration	229,000	229,000	229,000		229,000	-
	PT – Police Traffic Services Projects	720,000	180,000	535,800	184,200	720,000	350,000
	TR – Traffic Records Projects	156,500	39,125	79,500	77,000	156,500	-
	PM – Paid Media	835,300	208,825	15,000	820,300	835,300	15,000
	<b>2014 §402 Total</b>	<b>3,594,000</b>	<b>1,070,250</b>	<b>1,762,000</b>	<b>1,832,000</b>	<b>3,594,000</b>	<b>1,453,800</b>
<b>SAFETEA-LU</b>							
	§164 – Alcohol Transfer Funds Projects	2,858,000			2,858,000	2,858,000	1,150,000
	§406 – Belt Use Incentive Projects	62,000			62,000	62,000	-
	§408 – Data Program Incentive Projects	950,480	237,620		950,480	950,480	-
	§410 – Alcohol Traffic Safety Projects	1,800,000	5,400,000		1,800,000	1,800,000	350,000
	§2010 – Motorcycle Safety Incentive Projects	40,403			40,403	40,403	-
	§2011 – Child Seat Projects	26,400	26,400		26,400	26,400	-
	<b>2014 SAFETEA-LU Total</b>	<b>5,737,283</b>	<b>5,664,020</b>		<b>5,737,283</b>	<b>5,737,283</b>	<b>1,500,000</b>
<b>§405 - MAP-21</b>							
	§405(b) – Occupant Protection	236,400	59,100	236,400		236,400	-
	§405(c) – Traffic Records	600,000	150,000	300,000	300,000	600,000	-
	§405(d) – Alcohol Countermeasures	1,797,000	449,250	910,500	886,500	1,797,000	148,300
	§405(e) – Distracted Driving	131,400	32,850		131,400	131,400	-
	§405(f) – Motorcycle Safety	60,375	15,094	30,600	29,775	60,375	-
	<b>2014 §405 Total</b>	<b>2,825,175</b>	<b>706,294</b>	<b>1,477,500</b>	<b>1,347,675</b>	<b>2,825,175</b>	<b>148,300</b>
	<b>NHTSA TOTALS</b>	<b>12,156,458</b>	<b>7,440,564</b>	<b>3,239,500</b>	<b>8,916,958</b>	<b>12,156,458</b>	<b>3,102,100</b>

State Official Authorized Signature:

SIGNATURE

NAME Keith W. Flynn, Commissioner  
TITLE Governor's Representative

DATE

6/25/13

**VERMONT HIGHWAY SAFETY PROGRAM COST PLAN**

State: VERMONT							
OP – OCCUPANT PROTECTION							
Federally Funded Programs							
	Projects	Planned Project Costs	State/ Local Funds	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
	OP Enforcement						
1314-1000	Addison County Sheriff's Dept.	4,000	1,000	2,000	2,000	4,000	4,000
1314-1001	Bennington County Sheriff's Dept. *	34,800	8,700	17,400	17,400	34,800	34,800
1314-1002	Bennington Police Dept.	32,000	8,000	16,000	16,000	32,000	32,000
1314-1003	Berlin Police Dept.	7,000	1,750	3,500	3,500	7,000	7,000
1314-1004	Brandon Police Dept.	6,000	1,500	3,000	3,000	6,000	6,000
1314-1005	Brattleboro Police Dept.	4,000	1,000	2,000	2,000	4,000	4,000
1314-1006	Bristol Police Dept.	5,000	1,250	2,500	2,500	5,000	5,000
1314-1007	Caledonia County Sheriff's Dept.	6,000	1,500	3,000	3,000	6,000	6,000
1314-1008	Castleton Police Dept.	4,000	1,000	2,000	2,000	4,000	4,000
1314-1009	Chittenden County Sheriff's Dept.	4,800	1,200	2,400	2,400	4,800	4,800
1314-1010	Essex County Sheriff's Dept.	2,000	500	1,000	1,000	2,000	2,000
1314-1011	Essex Police Dept.	4,000	1,000	2,000	2,000	4,000	4,000
1314-1012	Fair Haven Police Dept.	16,000	4,000	8,000	8,000	16,000	16,000
1314-1013	Franklin County Sheriff's Dept.	6,000	1,500	3,000	3,000	6,000	6,000
1314-1014	Grand Isle County Sheriff's Dept.	13,000	3,250	6,500	6,500	13,000	13,000
1314-1015	Hardwick Police Dept.	6,000	1,500	3,000	3,000	6,000	6,000
1314-1016	Hartford Police Dept.	4,000	1,000	2,000	2,000	4,000	4,000
1314-1017	Lamoille County Sheriff's Dept.	6,000	1,500	3,000	3,000	6,000	6,000
1314-1018	Ludlow Police Dept.	2,000	500	1,000	1,000	2,000	2,000
1314-1019	Manchester Police Dept.	6,000	1,500	3,000	3,000	6,000	6,000
1314-1020	Middlebury Police Dept.	2,000	500	1,000	1,000	2,000	2,000
1314-1021	Montpelier Police Dept.	8,000	2,000	4,000	4,000	8,000	8,000
1314-1022	Morristown Police Dept.	6,000	1,500	3,000	3,000	6,000	6,000
1314-1023	Newport Police Dept.	4,000	1,000	2,000	2,000	4,000	4,000
1314-1024	Northfield Police Dept.	8,000	2,000	4,000	4,000	8,000	8,000
1314-1025	Norwich Police Dept.	2,000	500	1,000	1,000	2,000	2,000
1314-1026	Orange County Sheriff's Dept.	30,000	7,500	15,000	15,000	30,000	30,000
1314-1027	Orleans County Sheriff's Dept.	24,000	6,000	12,000	12,000	24,000	24,000
1314-1028	Poultney Constable	5,000	1,250	2,500	2,500	5,000	5,000
1314-1029	Richmond Police Dept.	8,000	2,000	4,000	4,000	8,000	8,000
1314-1030	Royalton Police Dept.	2,000	500	1,000	1,000	2,000	2,000
1314-1031	Rutland City Police Dept.	70,000	17,500	35,000	35,000	70,000	70,000
1314-1032	Rutland County Sheriff's Dept.	50,000	12,500	25,000	25,000	50,000	50,000
1314-1033	Shelburne Police Dept.	34,000	8,500	17,000	17,000	34,000	34,000
1314-1034	Shelburne Police Dept. SHARP	96,000	24,000	48,000	48,000	96,000	96,000
1314-1035	Springfield Police Dept.	8,000	2,000	4,000	4,000	8,000	8,000
1314-1036	St. Johnsbury Police Dept.	8,000	2,000	4,000	4,000	8,000	8,000
1314-1037	Stowe Police Dept.	2,000	500	1,000	1,000	2,000	2,000
1314-1038	Swanton Village Police Dept.	2,000	500	1,000	1,000	2,000	2,000
1314-1039	Thetford Police Dept.	2,000	500	1,000	1,000	2,000	2,000
1314-1040	Vergennes Police Dept.	14,000	3,500	7,000	7,000	14,000	14,000
1314-1041	Vermont Department of Motor Vehicles	10,000	2,500	5,000	5,000	10,000	-
1314-1042	Vermont State Police, Traffic Safety	250,000	62,500	125,000	125,000	250,000	-
1314-1043	Washington County Sheriff's Dept.	16,000	4,000	8,000	8,000	16,000	16,000
1314-1044	Williston Police Dept.	16,000	4,000	8,000	8,000	16,000	16,000
1314-1045	Wilmington Police Dept.	8,400	2,100	4,200	4,200	8,400	8,400
1314-1046	Windham County Sheriff's Dept.	18,000	4,500	9,000	9,000	18,000	18,000
1314-1047	Windsor County Sheriff's Dept.	16,000	4,000	8,000	8,000	16,000	16,000
1314-1048	Windsor Police Dept.	4,000	1,000	2,000	2,000	4,000	4,000
1314-1049	Winhall Police & Rescue	4,000	1,000	2,000	2,000	4,000	4,000
	CIOT Task Force						
1314-1060	Addison County Sheriff's Dept.	8,000	2,000	8,000		8,000	8,000
1314-1061	Bennington County Sheriff's Dept.	10,000	2,500	10,000		10,000	10,000
1314-1062	Caledonia County Sheriff's Dept.	15,000	3,750	15,000		15,000	15,000
1314-1063	Essex County Sheriff's Dept.	15,000	3,750	15,000		15,000	15,000
1314-1064	Franklin County Sheriff's Dept.	15,000	3,750	15,000		15,000	15,000
1314-1065	Grand Isle County Sheriff's Dept.	10,000	2,500	10,000		10,000	10,000
1314-1066	Lamoille County Sheriff's Dept.	8,000	2,000	8,000		8,000	8,000

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT		OP – OCCUPANT PROTECTION					
Federally Funded Programs							
	Projects	Planned Project Costs	State/ Local Funds	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
1314-1067	Orange County Sheriff's Dept.	8,000	2,000	8,000		8,000	8,000
1314-1068	Orleans County Sheriff's Dept.	8,000	2,000	8,000		8,000	8,000
1314-1069	Rutland County Sheriff's Dept.	8,000	2,000	8,000		8,000	8,000
1314-1070	Shelburne Police Dept. (Chittenden County SHARP)	16,000	4,000	16,000		16,000	16,000
1314-1071	Vermont State Police, Traffic Safety	30,000	7,500	30,000		30,000	-
1314-1072	Washington County Sheriff's Dept.	8,000	2,000	8,000		8,000	8,000
1314-1073	Windham County Sheriff's Dept.	8,000	2,000	8,000		8,000	8,000
1314-1074	Windsor County Sheriff's Dept.	8,000	2,000	8,000		8,000	8,000
	Nighttime Belt Enforcement Task Force						
1314-1080	Addison County Sheriff's Dept.	8,000	2,000		8,000	8,000	8,000
1314-1081	Bennington County Sheriff's Dept.	10,000	2,500		10,000	10,000	10,000
1314-1082	Caledonia County Sheriff's Dept.	15,000	3,750		15,000	15,000	15,000
1314-1083	Essex County Sheriff's Dept.	15,000	3,750		15,000	15,000	15,000
1314-1084	Franklin County Sheriff's Dept.	15,000	3,750		15,000	15,000	15,000
1314-1085	Grand Isle County Sheriff's Dept.	10,000	2,500		10,000	10,000	10,000
1314-1086	Lamoille County Sheriff's Dept.	8,000	2,000		8,000	8,000	8,000
1314-1087	Orange County Sheriff's Dept.	8,000	2,000		8,000	8,000	8,000
1314-1088	Orleans County Sheriff's Dept.	8,000	2,000		8,000	8,000	8,000
1314-1089	Rutland County Sheriff's Dept.	8,000	2,000		8,000	8,000	8,000
1314-1090	Shelburne Police Dept. (Chittenden County SHARP)	16,000	4,000		16,000	16,000	16,000
1314-1091	Vermont State Police, Traffic Safety	30,000	7,500		30,000	30,000	-
1314-1092	Washington County Sheriff's Dept.	8,000	2,000		8,000	8,000	8,000
1314-1093	Windham County Sheriff's Dept.	8,000	2,000		8,000	8,000	8,000
1314-1094	Windsor County Sheriff's Dept.	8,000	2,000		8,000	8,000	8,000
1314-1095	CPS Program	173,600	43,400	59,900	113,700	173,600	-
	<b>\$402 OP - TOTAL</b>	<b>1,423,600</b>	<b>355,900</b>	<b>684,900</b>	<b>738,700</b>	<b>1,423,600</b>	<b>930,000</b>

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT		CP – COMMUNITY EDUCATION					
Federally Funded Programs							
	Projects	Planned Project Costs	State/ Local Funds	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
1314-2400	CP - Program Coordinator	36,000	9,000	36,000		36,000	-
1314-2410	Caledonia County Sheriff's Dept.	3,500	875	3,500		3,500	3,500
1314-2411	Local Motion	50,000	12,500	50,000		50,000	50,000
1314-2412	Orange County Sheriff's Dept.	4,800	1,200	4,800		4,800	4,800
1314-2413	Teen Driver Education Summit	5,000	1,250	5,000		5,000	-
1314-2414	VSP Community Education	7,000	1,750	7,000		7,000	-
1314-2415	Workplace Traffic Safety	47,500	11,875	47,500		47,500	47,500
1314-2416	Youth Safety Council	53,000	13,250	53,000		53,000	53,000
1314-2420	Lifesaver Awards	11,000	2,750	1,000	10,000	11,000	-
1314-2421	GHSP Partners Training	11,800	2,950	10,000	1,800	11,800	-
	<b>\$402 CP - TOTAL</b>	<b>229,600</b>	<b>57,400</b>	<b>217,800</b>	<b>11,800</b>	<b>229,600</b>	<b>158,800</b>

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT PA – PROGRAM ADMINISTRATION							
Federally Funded Programs							
	Projects	Planned Project Costs	State/ Local Funds	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
1314-0000	GHSP Chief	53,000	53,000	53,000		53,000	-
1314-0001	Administrative Assistant	10,000	10,000	10,000		10,000	-
1314-0002	Grants Management Unit Support	40,000	40,000	40,000		40,000	-
1314-0003	VISION	3,000	3,000	3,000		3,000	-
1314-0004	Operating Expenses	38,000	38,000	38,000		38,000	-
1314-0005	GHSA Dues	4,500	4,500	4,500		4,500	-
1314-0006	Indirect Costs	80,500	80,500	80,500		80,500	-
	<b>\$402 PA - TOTAL</b>	<b>229,000</b>	<b>229,000</b>	<b>229,000</b>		<b>229,000</b>	-

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT PT – POLICE TRAFFIC SERVICES SUPPORT							
Federally Funded Programs							
	Projects	Planned Project Costs	State/ Local Funds	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
	Equipment Incentives						-
1314-2000	Addison County Sheriff's Dept.	5,000	1,250	5,000		5,000	5,000
1314-2001	Barre Town Police Dept.	5,000	1,250	5,000		5,000	5,000
1314-2002	Bennington County Sheriff's Dept.	5,000	1,250	5,000		5,000	5,000
1314-2003	Bennington Police Dept.	5,000	1,250	5,000		5,000	5,000
1314-2004	Berlin Police Dept.	5,000	1,250	5,000		5,000	5,000
1314-2005	Brandon Police Dept.	5,000	1,250	5,000		5,000	5,000
1314-2006	Brattleboro Police Dept.	5,000	1,250	5,000		5,000	5,000
1314-2007	Bristol Police Dept.	5,000	1,250	5,000		5,000	5,000
1314-2008	Caledonia County Sheriff's Dept.	5,000	1,250	5,000		5,000	5,000
1314-2009	Canaan Police Dept.	5,000	1,250	5,000		5,000	5,000
1314-2010	Castleton Police Dept.	5,000	1,250	5,000		5,000	5,000
1314-2011	Chittenden County Sheriff's Dept.	5,000	1,250	5,000		5,000	5,000
1314-2012	Colchester Police Dept.	5,000	1,250	5,000		5,000	5,000
1314-2013	Dover Police Dept.	5,000	1,250	5,000		5,000	5,000
1314-2014	Essex County Sheriff's Dept.	5,000	1,250	5,000		5,000	5,000
1314-2015	Essex Police Dept.	5,000	1,250	5,000		5,000	5,000
1314-2016	Fair Haven Police Dept.	5,000	1,250	5,000		5,000	5,000
1314-2017	Franklin County Sheriff's Dept.	5,000	1,250	5,000		5,000	5,000
1314-2018	Grand Isle County Sheriff's Dept.	5,000	1,250	5,000		5,000	5,000
1314-2019	Hardwick Police Dept.	5,000	1,250	5,000		5,000	5,000
1314-2020	Hartford Police Dept.	5,000	1,250	5,000		5,000	5,000
1314-2021	Hinesburg Police Dept.	5,000	1,250	5,000		5,000	5,000
1314-2022	Lamoille County Sheriff's Dept.	5,000	1,250	5,000		5,000	5,000
1314-2023	Ludlow Police Dept.	5,000	1,250	5,000		5,000	5,000
1314-2024	Manchester Police Dept.	5,000	1,250	5,000		5,000	5,000
1314-2025	Mendon Constable	5,000	1,250	5,000		5,000	5,000
1314-2026	Middlebury Police Dept.	5,000	1,250	5,000		5,000	5,000
1314-2027	Milton Police Dept.	5,000	1,250	5,000		5,000	5,000
1314-2028	Montpelier Police Dept.	5,000	1,250	5,000		5,000	5,000
1314-2029	Morristown Police Dept.	5,000	1,250	5,000		5,000	5,000
1314-2030	Newport Police Dept.	5,000	1,250	5,000		5,000	5,000
1314-2031	Northfield Police Dept.	5,000	1,250	5,000		5,000	5,000
1314-2032	Norwich Police Dept.	5,000	1,250	5,000		5,000	5,000
1314-2033	Orange County Sheriff's Dept.	5,000	1,250	5,000		5,000	5,000
1314-2034	Orleans County Sheriff's Dept.	5,000	1,250	5,000		5,000	5,000
1314-2035	Pittsford Police Dept.	5,000	1,250	5,000		5,000	5,000
1314-2036	Poultney Constable	5,000	1,250	5,000		5,000	5,000
1314-2037	Randolph Police Dept.	5,000	1,250	5,000		5,000	5,000
1314-2038	Richmond Police Dept.	5,000	1,250	5,000		5,000	5,000
1314-2039	Rochester Constables	5,000	1,250	5,000		5,000	5,000
1314-2040	Royalton Police Dept.	5,000	1,250	5,000		5,000	5,000
1314-2041	Rutland City Police Dept.	5,000	1,250	5,000		5,000	5,000
1314-2042	Rutland County Sheriff's Dept.	5,000	1,250	5,000		5,000	5,000

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT							
PT – POLICE TRAFFIC SERVICES SUPPORT							
Federally Funded Programs							
	Projects	Planned Project Costs	State/ Local Funds	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
1314-2043	Shelburne Police Dept.	5,000	1,250	5,000		5,000	5,000
1314-2044	South Burlington Police Dept.	5,000	1,250	5,000		5,000	5,000
1314-2045	Springfield Police Dept.	5,000	1,250	5,000		5,000	5,000
1314-2046	St. Albans Police Dept.	5,000	1,250	5,000		5,000	5,000
1314-2047	St. Johnsbury Police Dept.	5,000	1,250	5,000		5,000	5,000
1314-2048	Stowe Police Dept.	5,000	1,250	3,300	1,700	5,000	5,000
1314-2049	Swanton Village Police Dept.	5,000	1,250		5,000	5,000	5,000
1314-2050	UVM Police Services	5,000	1,250		5,000	5,000	5,000
1314-2051	Vergennes Police Dept.	5,000	1,250		5,000	5,000	5,000
1314-2052	Vermont Department of Liquor Control	5,000	1,250		5,000	5,000	-
1314-2053	Vermont Department of Motor Vehicles	5,000	1,250		5,000	5,000	-
1314-2054	Vermont State Police, Traffic Safety	70,000	17,500		70,000	70,000	-
1314-2055	Vernon Police Dept.	5,000	1,250		5,000	5,000	5,000
1314-2056	Washington County Sheriff's Dept.	5,000	1,250		5,000	5,000	5,000
1314-2057	Waterbury Police Dept. -	5,000	1,250		5,000	5,000	5,000
1314-2058	Williston Police Dept.	5,000	1,250		5,000	5,000	5,000
1314-2059	Wilmington Police Dept.	5,000	1,250		5,000	5,000	5,000
1314-2060	Windham County Sheriff's Dept.	5,000	1,250		5,000	5,000	5,000
1314-2061	Windsor County Sheriff's Dept.	5,000	1,250		5,000	5,000	5,000
1314-2062	Winhall Police & Rescue	5,000	1,250		5,000	5,000	5,000
1314-2063	Winooski Police Dept.	5,000	1,250		5,000	5,000	5,000
1314-2100	Crash Reconstruction Support	20,000	5,000		20,000	20,000	-
1314-2101	VLEC	25,000	6,250	12,500	12,500	25,000	25,000
1314-2102	Law Enforcement Training Programs	20,000	5,000	10,000	10,000	20,000	20,000
1314-2120	LEL 1	45,000	11,250	45,000		45,000	-
1314-2121	LEL 2	45,000	11,250	45,000		45,000	-
1314-2200	HS Program Coordinator	75,000	18,750	75,000		75,000	-
1314-2201	HS Program Coordinator	85,000	21,250	85,000		85,000	-
1314-2202	HS Program Assistant	20,000	5,000	20,000		20,000	-
	<b>\$402 PT - TOTAL</b>	<b>720,000</b>	<b>180,000</b>	<b>535,800</b>	<b>184,200</b>	<b>720,000</b>	<b>350,000</b>

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT							
TR – TRAFFIC RECORDS							
Federally Funded Programs							
	Projects	Planned Project Costs	State/ Local Funds	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
1314-2300	TRCC Program Coordinator	36,000	9,000	36,000		36,000	-
1314-2301	Data Analyst	37,000	9,250	37,000		37,000	-
1314-2310	Attitude Survey	6,500	1,625	6,500		6,500	-
1314-2311	Belt Survey	37,000	9,250		37,000	37,000	-
1314-2312	CPS Program Assessment	40,000	10,000		40,000	40,000	-
	<b>\$402 TR - TOTAL</b>	<b>156,500</b>	<b>39,125</b>	<b>79,500</b>	<b>77,000</b>	<b>156,500</b>	<b>-</b>

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT							
PM – PAID MEDIA							
Federally Funded Programs							
	Projects	Planned Project Costs	State/ Local Funds	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
1314-2500	CIOT Thanksgiving	183,000	45,750		183,000	183,000	-
1314-2501	CIOT May Mobilization	300,000	75,000		300,000	300,000	-
1314-2502	CIOT Nighttime Belts	337,300	84,325		337,300	337,300	-
1314-2510	PI&E	15,000	3,750	15,000		15,000	15,000
	<b>\$402 PM - TOTAL</b>	<b>835,300</b>	<b>208,825</b>	<b>15,000</b>	<b>820,300</b>	<b>835,300</b>	<b>15,000</b>

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT §164 AL – ALCOHOL TRANSFER FUNDS PROJECTS							
Federally Funded Programs							
	Projects	Planned Project Costs	State/ Local Funds	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
	P & A						
1114-5060	GHSP Chief	53,000	n/a		53,000	53,000	-
1114-5061	GMU Grants Manager	40,000	n/a		40,000	40,000	-
1114-5062	Operating Costs	8,200	n/a		8,200	8,200	-
1114-5063	Indirect Costs	6,800	n/a		6,800	6,800	-
	AL						
	Enforcement Grants to Locals						
1114-5000	Addison County Sheriff's Dept.	4,000	n/a		4,000	4,000	4,000
1114-5001	Bennington County Sheriff's Dept.	72,000	n/a		72,000	72,000	72,000
1114-5002	Bennington Police Dept.	63,200	n/a		63,200	63,200	63,200
1114-5003	Berlin Police Dept.	14,000	n/a		14,000	14,000	14,000
1114-5004	Brandon Police Dept.	6,000	n/a		6,000	6,000	6,000
1114-5005	Brattleboro Police Dept.	10,000	n/a		10,000	10,000	10,000
1114-5006	Bristol Police Dept.	5,000	n/a		5,000	5,000	5,000
1114-5007	Caledonia County Sheriff's Dept.	12,000	n/a		12,000	12,000	12,000
1114-5008	Castleton Police Dept.	12,000	n/a		12,000	12,000	12,000
1114-5009	Chittenden County Sheriff's Dept.	3,200	n/a		3,200	3,200	3,200
1114-5010	Dover Police Dept.	5,000	n/a		5,000	5,000	5,000
1114-5011	Essex County Sheriff's Dept.	4,000	n/a		4,000	4,000	4,000
1114-5012	Essex Police Dept.	4,000	n/a		4,000	4,000	4,000
1114-5013	Fair Haven Police Dept.	30,000	n/a		30,000	30,000	30,000
1114-5014	Franklin County Sheriff's Dept.	50,000	n/a		50,000	50,000	50,000
1114-5015	Grand Isle County Sheriff's Dept.	18,000	n/a		18,000	18,000	18,000
1114-5016	Hardwick Police Dept.	6,000	n/a		6,000	6,000	6,000
1114-5017	Hartford Police Dept.	10,000	n/a		10,000	10,000	10,000
1114-5018	Lamoille County Sheriff's Dept.	6,000	n/a		6,000	6,000	6,000
1114-5019	Ludlow Police Dept.	6,000	n/a		6,000	6,000	6,000
1114-5020	Manchester Police Dept.	10,000	n/a		10,000	10,000	10,000
1114-5021	Middlebury Police Dept.	6,000	n/a		6,000	6,000	6,000
1114-5022	Montpelier Police Dept.	8,000	n/a		8,000	8,000	8,000
1114-5023	Morristown Police Dept.	10,000	n/a		10,000	10,000	10,000
1114-5024	Newport Police Dept.	6,000	n/a		6,000	6,000	6,000
1114-5025	Northfield Police Dept.	14,000	n/a		14,000	14,000	14,000
1114-5026	Norwich Police Dept.	4,000	n/a		4,000	4,000	4,000
1114-5027	Orange County Sheriff's Dept.	76,000	n/a		76,000	76,000	76,000
1114-5028	Orleans County Sheriff's Dept.	10,000	n/a		10,000	10,000	10,000
1114-5029	Poultney Constable	32,000	n/a		32,000	32,000	32,000
1114-5030	Royalton Police Dept.	2,000	n/a		2,000	2,000	2,000
1114-5031	Rutland City Police Dept.	16,000	n/a		16,000	16,000	16,000
1114-5032	Rutland County Sheriff's Dept.	50,000	n/a		50,000	50,000	50,000
1114-5033	Shelburne Police Dept.	50,000	n/a		50,000	50,000	50,000
1114-5034	Shelburne Police Dept. SHARP	140,000	n/a		140,000	140,000	140,000
1114-5035	Springfield Police Dept.	6,000	n/a		6,000	6,000	6,000
1114-5036	St. Albans Police Dept.	3,000	n/a		3,000	3,000	3,000
1114-5037	St. Johnsbury Police Dept.	12,000	n/a		12,000	12,000	12,000
1114-5038	Stowe Police Dept.	2,000	n/a		2,000	2,000	2,000
1114-5039	Swanton Village Police Dept.	2,000	n/a		2,000	2,000	2,000
1114-5040	Thetford Police Dept.	2,000	n/a		2,000	2,000	2,000
1114-5041	Vergennes Police Dept.	14,000	n/a		14,000	14,000	14,000
1114-5042	Washington County Sheriff's Dept.	40,000	n/a		40,000	40,000	40,000
1114-5043	Williston Police Dept.	6,000	n/a		6,000	6,000	6,000
1114-5044	Wilmington Police Dept.	4,000	n/a		4,000	4,000	4,000
1114-5045	Windham County Sheriff's Dept.	10,600	n/a		10,600	10,600	10,600
1114-5046	Windsor County Sheriff's Dept.	14,000	n/a		14,000	14,000	14,000
1114-5047	Windsor Police Dept.	4,000	n/a		4,000	4,000	4,000
1114-5048	Winhall Police Dept.	6,000	n/a		6,000	6,000	6,000
	DUI Task Force						
1114-5100	Addison County Sheriff's Dept.	12,000	n/a		12,000	12,000	12,000
1114-5101	Bennington County Sheriff's Dept.	18,000	n/a		18,000	18,000	18,000
1114-5102	Caledonia County Sheriff's Dept.	12,000	n/a		12,000	12,000	12,000

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT §164 AL – ALCOHOL TRANSFER FUNDS PROJECTS							
Federally Funded Programs							
	Projects	Planned Project Costs	State/ Local Funds	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
1114-5103	Essex County Sheriff's Dept.	12,000	n/a		12,000	12,000	12,000
1114-5104	Franklin County Sheriff's Dept.	12,000	n/a		12,000	12,000	12,000
1114-5105	Grand Isle County Sheriff's Dept.	12,000	n/a		12,000	12,000	12,000
1114-5106	Lamoille County Sheriff's Dept.	12,000	n/a		12,000	12,000	12,000
1114-5107	Orange County Sheriff's Dept.	12,000	n/a		12,000	12,000	12,000
1114-5108	Orleans County Sheriff's Dept.	12,000	n/a		12,000	12,000	12,000
1114-5109	Rutland County Sheriff's Dept.	18,000	n/a		18,000	18,000	18,000
1114-5110	Shelburne Police Dept. Chittenden County	32,000	n/a		32,000	32,000	32,000
1114-5111	Washington County Sheriff's Dept.	12,000	n/a		12,000	12,000	12,000
1114-5112	Windham County Sheriff's Dept.	12,000	n/a		12,000	12,000	12,000
1114-5113	Windsor County Sheriff's Dept.	12,000	n/a		12,000	12,000	12,000
1114-5200	DUI Program Consultant	70,000	n/a		70,000	70,000	-
1114-5201	DUI Information Integration	122,000	n/a		122,000	122,000	-
1114-5202	SFST Updates	50,000	n/a		50,000	50,000	50,000
1114-5300	Paid Media	1,008,000	n/a		1,008,000	1,008,000	-
1114-5301	Paid Media Sports Venues	100,000	n/a		100,000	100,000	-
1114-5302	Paid Media Labor Day Weekend	100,000	n/a		100,000	100,000	-
1114-5303	Paid Media Holidays	100,000	n/a		100,000	100,000	-
1114-5304	Spring, Grad, Summer DUI	100,000	n/a		100,000	100,000	-
	<b>§164 AL- TOTAL</b>	<b>2,858,000</b>			<b>2,858,000</b>	<b>2,858,000</b>	<b>1,150,000</b>

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT §406 - BELT USE INCENTIVE PROJECTS							
Federally Funded Programs							
	Projects	Planned Project Costs	State/ Local Funds	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
0914-3500	Program Support Materials	62,000			62,000	62,000	-
	<b>§406 - TOTAL</b>	<b>62,000</b>			<b>62,000</b>	<b>62,000</b>	<b>-</b>

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT §408 - DATA PROGRAM INCENTIVE PROJECTS							
Federally Funded Programs							
	Projects	Planned Project Costs	State/ Local Funds	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
1114-3700	AOT Crash Data Reporting System	93,000	23,250		93,000	93,000	-
1114-3701	End User Crash Data Query Tool	35,000	8,750		35,000	35,000	-
1114-3702	AOT Projects Manager (Bob Thigpen)	120,728	30,182		120,728	120,728	-
1114-3703	SIREN	131,392	32,848		131,392	131,392	-
1114-3704	Consultant	36,864	9,216		36,864	36,864	-
1114-3705	DPS Support of TR Improvements (Gary Nowak)	70,000	17,500		70,000	70,000	-
1214-3706	AOT Local Roads Linear Reference System (LRS)	45,015	11,254		45,015	45,015	-
1214-3710	DPS eCitation Implementation	418,481	104,620		418,481	418,481	-
	<b>§408 - TOTAL</b>	<b>950,480</b>	<b>237,620</b>		<b>950,480</b>	<b>950,480</b>	<b>-</b>



VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT §410 - ALCOHOL TRAFFIC SAFETY PROJECTS							
Federally Funded Programs							
	Projects	Planned Project Costs	State/ Local Funds	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
1214-4300	Alcohol Program Coordinator	100,000	300,000		100,000	100,000	-
1314-4320	VSP Regional DUI Task Force	225,000	675,000		225,000	225,000	-
1214-4305	DUI Court Pilot - Windsor County	400,000	1,200,000		400,000	400,000	-
1314-4306	DUI Court Statewide	575,000	1,725,000		575,000	575,000	-
1214-4310	Contract to Streamline DUI Affidavit	100,000	300,000		100,000	100,000	-
1314-4312	SFST Updates	50,000	150,000		50,000	50,000	50,000
1314-4313	DRE Test Case	50,000	150,000		50,000	50,000	-
1214-4315	DUI Related Equipment	300,000	900,000		300,000	300,000	300,000
	<b>§410 - TOTAL</b>	<b>1,800,000</b>	<b>5,400,000</b>		<b>1,800,000</b>	<b>1,800,000</b>	<b>350,000</b>

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT §2010 - MOTORCYCLE SAFETY INCENTIVE PROJECTS							
Federally Funded Programs							
	Projects	Planned Project Costs	State/ Local Funds	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
1214-6000	DMV Motorcycle Program	40,403			40,403	40,403	-
	<b>§2010 - TOTAL</b>	<b>40,403</b>			<b>40,403</b>	<b>40,403</b>	<b>-</b>

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT §2011 - CHILD SEAT PROJECTS							
Federally Funded Programs							
	Projects	Planned Project Costs	State/ Local Funds	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
1314-6500	CPS Statewide Program	26,400	26,400		26,400	26,400	-
	<b>§2011 - TOTAL</b>	<b>26,400</b>	<b>26,400</b>		<b>26,400</b>	<b>26,400</b>	<b>-</b>

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT §405(b) - OCCUPANT PROTECTION							
Federally Funded Programs							
	Projects	Planned Project Costs	State/ Local Funds	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
1414-3000	CPS Program	114,400	28,600	114,400		114,400	-
1414-3010	Paid Media CIOT Thanksgiving	22,000	5,500	22,000		22,000	-
1414-3011	Paid Media CIOT May	100,000	25,000	100,000		100,000	-
	<b>§405(b) - TOTAL</b>	<b>236,400</b>	<b>59,100</b>	<b>236,400</b>		<b>236,400</b>	<b>-</b>

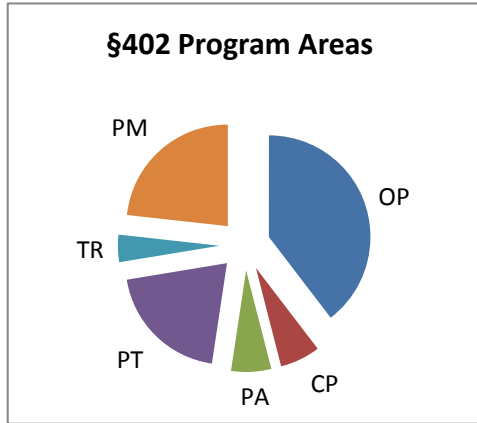
VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT §405(c) - TRAFFIC RECORDS IMPROVEMENTS							
Federally Funded Programs							
	Projects	Planned Project Costs	State/ Local Funds	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
1414-3700	AOT Crash Data Reporting System	150,000	37,500	150,000		150,000	-
1414-3701	SIREN	150,000	37,500	150,000		150,000	-
1314-3700	DPS eCitation Implementation	300,000	75,000		300,000	300,000	-
	<b>§405(c) - TOTAL</b>	<b>600,000</b>	<b>150,000</b>	<b>300,000</b>	<b>300,000</b>	<b>600,000</b>	<b>-</b>

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT							
§405(d) - ALCOHOL COUNTERMEASURES							
Federally Funded Programs							
	Projects	Planned Project Costs	State/ Local Funds	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
1314-4010	Crash Data Analyst	37,000	9,250	37,000		37,000	-
1314-4012	LEL #1	45,000	11,250	45,000		45,000	-
1314-4013	LEL #2	45,000	11,250	45,000		45,000	-
1314-4014	VLEC	12,500	3,125	12,500		12,500	12,500
1314-4020	VSP DUI Regional Task Force	75,000	18,750	75,000		75,000	-
1314-4025	Traffic Safety Resource Prosecutor	79,000	19,750	79,000		79,000	-
1314-4026	Judicial Outreach Liaison	75,000	18,750	75,000		75,000	-
1314-4030	DRE Call-out Pay	10,300	2,575	10,300		10,300	10,300
1314-4031	DRE training/conferences	23,000	5,750	23,000		23,000	23,000
1314-4032	DRE Regional Training sponsored by VT	40,000	10,000	40,000		40,000	40,000
1314-4034	DRE Outside Lab Tests	50,000	12,500	50,000		50,000	-
1414-4037	DUI Court Implementation - Statewide	225,000	56,250		225,000	225,000	-
1314-4040	Forensic Laboratory Support Program	121,500	30,375	121,500		121,500	-
1314-4081	VSP Educational Program	7,000	1,750	7,000		7,000	-
1314-4082	Vermonters' Impact Panel	24,200	6,050	24,200		24,200	-
1314-4083	Workplace Traffic Safety	47,500	11,875	47,500		47,500	47,500
1414-4090	Paid Media Alcohol - Year Round Sustained	150,000	37,500		150,000	150,000	-
1314-4091	Paid Media Alcohol - Holidays	225,000	56,250	75,000	150,000	225,000	-
1314-4092	Paid Media Alcohol - Labor Day	208,500	52,125	75,000	133,500	208,500	-
1314-4093	Paid Media Alcohol - Summer	197,000	49,250	47,000	150,000	197,000	-
1414-4094	Paid Media Alcohol - Sports Venues	78,000	19,500		78,000	78,000	-
1314-4095	PI&E Materials	15,000	3,750	15,000		15,000	15,000
1314-4099	Attitude Survey	6,500	1,625	6,500		6,500	-
	<b>§405(d) - TOTAL</b>	<b>1,797,000</b>	<b>449,250</b>	<b>910,500</b>	<b>886,500</b>	<b>1,797,000</b>	<b>148,300</b>

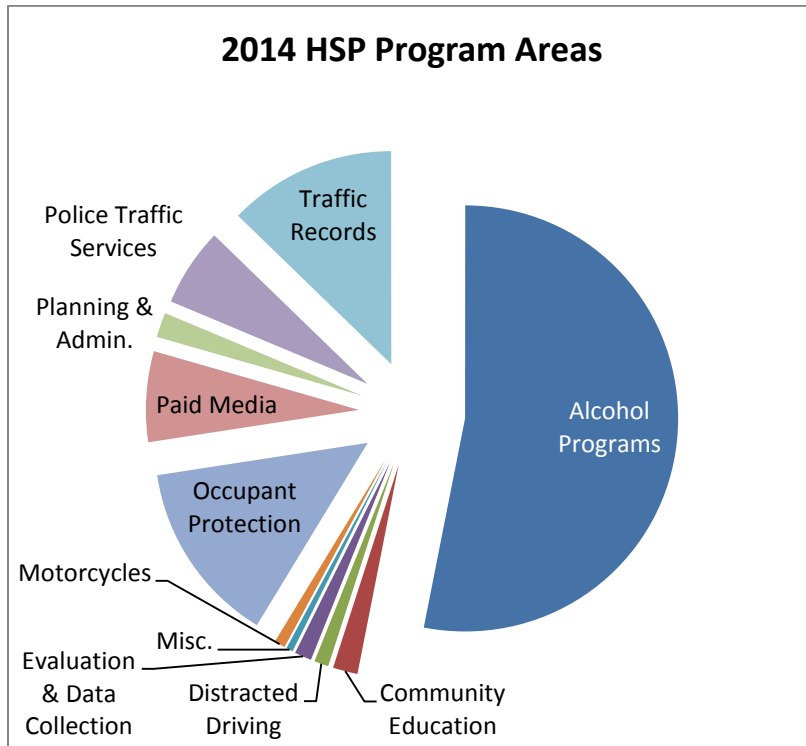
VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT							
§405(e) - DISTRACTED DRIVING							
Federally Funded Programs							
	Projects	Planned Project Costs	State/ Local Funds	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
1314-5550	Paid Media	131,400	32,850		131,400	131,400	-
	<b>§405(e) - TOTAL</b>	<b>131,400</b>	<b>32,850</b>		<b>131,400</b>	<b>131,400</b>	-

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT							
§405(f) - MOTORCYCLE SAFETY							
Federally Funded Programs							
	Projects	Planned Project Costs	State/ Local Funds	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
1414-6000	DMV Motorcycle Program	30,600	7,650		30,600	30,600	-
1314-6000	DMV Motorcycle Program	29,775	7,444	29,775		29,775	-
	<b>§405(f) - TOTAL</b>	<b>60,375</b>	<b>15,094</b>	<b>29,775</b>	<b>30,600</b>	<b>60,375</b>	-

## Financial Funding Charts



402 Program Areas	
OP	1,423,600
CP	229,600
PA	229,000
PT	720,000
TR	156,500
PM	835,300
	3,594,000



Program Areas	
Alcohol Programs	6,455,000
Community Education	229,600
Distracted Driving	131,400
Evaluation & Data Collection	156,500
Miscellaneous	62,000
Motorcycles	100,778
Occupant Protection	1,686,400
Paid Media	835,300
Planning & Administration	229,000
Police Traffic Services	720,000
Traffic Records	1,550,480
	12,156,458

## Other Funding Sources

The following is a list of our partners who contribute significantly to the GHSP performance targets:

Performance Area	Partner(s)	Description	Budget
DUI, Belts, Speed, Distracted and Aggressive Driving Enforcement	Local Law Enforcement Agencies	20 LEAs participate in the four NHTSA national mobilizations at their department's expense. 20 depts. x 28 hrs. x 4 mobs. x \$50/hr.	112,000
DUI Enforcement	Vermont State Police	The State of Vermont allocates a budget to the VSP specifically for DUI enforcement.	1,400,000
Belts, Speed, Distracted and Aggressive Driving Enforcement	Vermont State Police	The VSP operates a Traffic Safety Unit dedicated to this performance area.	700,000
Motorcycle Safety	Vermont Department of Motor Vehicles	DMV receives state funds to operate its motorcycle training program.	395,000

# Appendix A to Part 1200

## CERTIFICATION AND ASSURANCES FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)

State: Vermont

Fiscal Year: 2014

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to subrecipients are noted under the applicable caption.)

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances:

### **GENERAL REQUIREMENTS**

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

The Governor is the responsible official for the administration of the State highway safety program through a State highway safety agency that 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 U.S.C. 402(b)(1)(A))

The State will comply with applicable statutes and regulations, including but not limited to:

- 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 Part 1200 – Uniform Procedures for State Highway Safety Grant Programs

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

### **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](https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSRS.gov for each subgrant 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:
  - (i) the entity in the preceding fiscal year received—
    - (I) 80 percent or more of its annual gross revenues in Federal awards;
    - (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.

**NONDISCRIMINATION**

**(applies to subrecipients as well as States)**

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 (Pub. 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 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all subrecipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

**THE DRUG-FREE WORKPLACE ACT OF 1988(41 USC 8103)**

The State will provide a drug-free workplace by:

- 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;
- Establishing a drug-free awareness program to inform employees about:
  - The dangers of drug abuse in the workplace.
  - The grantee's policy of maintaining a drug-free workplace.
  - Any available drug counseling, rehabilitation, and employee assistance programs.

- The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- 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).
- Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
  - Abide by the terms of the statement.
  - Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
- 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 –
  - Taking appropriate personnel action against such an employee, up to and including termination.
  - 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.
- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

**BUY AMERICA ACT**

**(applies to subrecipients as well as States)**

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

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

**POLITICAL ACTIVITY (HATCH ACT)**

**(applies to subrecipients as well as States)**

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508) which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

## **CERTIFICATION REGARDING FEDERAL LOBBYING**

**(applies to subrecipients as well as States)**

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**

**(applies to subrecipients as well as States)**

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**

**(applies to subrecipients as well as States)**

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.



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

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

- (1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:
  - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

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

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

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

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

#### Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms covered *transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the

eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

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

**POLICY ON SEAT BELT USE**

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at [www.nhtsa.dot.gov](http://www.nhtsa.dot.gov). Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at [www.trafficsafety.org](http://www.trafficsafety.org).

**POLICY ON BANNING 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 adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and 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 is modified in a manner that could result in a significant environmental impact and trigger the need for an environmental review, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 U.S.C. 4321, et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

## **SECTION 402 REQUIREMENTS**

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 U.S.C. 402(b)(1)(B))

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 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 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

The 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 U.S.C. 402(b)(1)(D))

The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))

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:

- Participation in the National 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 seat belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).

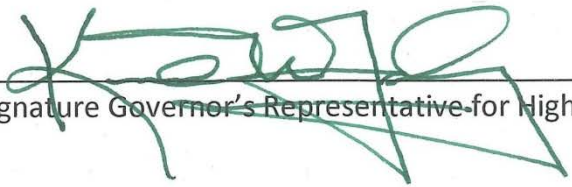
(23 U.S.C. 402(b)(1)(F))

The State will 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 U.S.C. 402(j))

The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

I understand that failure to comply with applicable Federal statutes and regulations 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.

I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.

  
\_\_\_\_\_  
Signature Governor's Representative for Highway Safety

6/25/13  
Date

Keith W. Flynn, Commissioner of the VT Department of Public Safety  
Printed name of Governor's Representative for Highway Safety

# Appendix D

**APPENDIX D TO PART 1200 –  
CERTIFICATIONS AND ASSURANCES  
FOR NATIONAL PRIORITY SAFETY PROGRAM GRANTS (23 U.S.C. 405)**

State: Vermont

Fiscal Year: 2,014

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements, including applicable Federal statutes and regulations that are in effect during the grant period.

In my capacity as the Governor's Representative for Highway Safety, I:

- certify that, to the best of my personal knowledge, the information submitted to the National Highway Traffic Safety Administration in support of the State's application for Section 405 grants below is accurate and complete.
- understand that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of an award under Section 405.
- agree that, as condition of the grant, the State will use these grant funds in accordance with the specific requirements of Section 405(b), (c), (d), (e), (f) and (g), as applicable.
- agree that, as a condition of the grant, the State will comply with all applicable laws and regulations and financial and programmatic requirements for Federal grants.

  
\_\_\_\_\_  
Signature Governor's Representative for Highway Safety

6/25/13  
\_\_\_\_\_  
Date

**Keith W. Flynn, Commissioner**  
\_\_\_\_\_  
Printed name of Governor's Representative for Highway Safety

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**Instructions:** *Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the HSP. Attachments may be submitted electronically.*

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**Part 1: Occupant Protection (23 CFR 1200.21)**

**All States:** [*Fill in all blanks below.*]

- The State will maintain its aggregate expenditures from all State and local sources for occupant protection programs at or above the average level of such expenditures in fiscal years 2010 and 2011. (23 U.S.C. 405(a)(1)(H))
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided as HSP attachment or page # \_\_\_\_\_.
- The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # \_\_\_\_\_.
- Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment or page # \_\_\_\_\_.
- The State's plan for child passenger safety technicians is provided as HSP attachment or page # \_\_\_\_\_.

**Lower Seat belt Use States:** [*Check at least 3 boxes below and fill in all blanks under those checked boxes.*]

- The State's **primary seat belt use law**, requiring primary enforcement of the State's occupant protection laws, was enacted on \_\_\_\_\_ and last amended on \_\_\_\_\_, is in effect, and will be enforced during the fiscal year of the grant.

**Legal citation(s):**



- The State's **occupant protection law**, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on \_\_\_\_\_ and last amended on \_\_\_\_\_, is in effect, and will be enforced during the fiscal year of the grant.

**Legal citations:**

- Requirement for all occupants to be secured in seat belt or age appropriate child restraint:
  
- Coverage of all passenger motor vehicles:
  
- Minimum fine of at least \$25:
  
- Exemptions from restraint requirements:

- The State's **seat belt enforcement plan** is provided as HSP attachment or page # \_\_\_\_\_.
- The State's **high risk population countermeasure program** is provided as HSP attachment or page # \_\_\_\_\_.
- The State's **comprehensive occupant protection program** is provided as HSP attachment # \_\_\_\_\_.
- The State's **occupant protection program assessment**: [*Check one box below and fill in any blanks under that checked box.*]
- The State's NHTSA-facilitated occupant protection program assessment was conducted on \_\_\_\_\_;
- OR**
- The State agrees to conduct a NHTSA-facilitated occupant protection program assessment by September 1 of the fiscal year of the grant. (This option is available only for fiscal year 2013 grants.)
-

**Part 2: State Traffic Safety Information System Improvements (23 CFR 1200.22)**

- The State will maintain its aggregate expenditures from all State and local sources for traffic safety information system programs at or above the average level of such expenditures in fiscal years 2010 and 2011.

*[Fill in at least one blank for each bullet below.]*

- A copy of [*check one box only*] the  TRCC charter or the  statute legally mandating a State TRCC is provided as HSP attachment # \_\_\_\_\_ or submitted electronically through the TRIPRS database on \_\_\_\_\_.
  - A copy of TRCC meeting schedule for 12 months following application due date and all reports and other documents promulgated by the TRCC during the 12 months preceding the application due date is provided as HSP attachment # \_\_\_\_\_ or submitted electronically through the TRIPRS database on \_\_\_\_\_.
  - A list of the TRCC membership and the organization and function they represent is provided as HSP attachment # \_\_\_\_\_ or submitted electronically through the TRIPRS database on \_\_\_\_\_.
  - The name and title of the State's Traffic Records Coordinator is \_\_\_\_\_.
  - A copy of the State Strategic Plan, including any updates, is provided as HSP attachment # \_\_\_\_\_ or submitted electronically through the TRIPRS database on \_\_\_\_\_.
  - [*Check one box below and fill in any blanks under that checked box.*]
    - The following pages in the State's Strategic Plan provides a written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes: pages \_\_\_\_\_.

**OR**

    - If not detailed in the State's Strategic Plan, the written description is provided as HSP attachment # \_\_\_\_\_.
  - The State's most recent assessment or update of its highway safety data and traffic records system was completed on \_\_\_\_\_.
-

**Part 3: Impaired Driving Countermeasures (23 CFR 1200.23)**

**All States:**

- The State will maintain its aggregate expenditures from all State and local sources for impaired driving programs at or above the average level of such expenditures in fiscal years 2010 and 2011.
- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1200.23(i) in the fiscal year of the grant.

**Mid-Range State:**

- *[Check one box below and fill in any blanks under that checked box.]*
  - The statewide impaired driving plan approved by a statewide impaired driving task force was issued on \_\_\_\_\_ and is provided as HSP attachment # \_\_\_\_\_;
- OR**
- For the first year of the grant as a mid-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan and submit a copy of the plan to NHTSA by September 1 of the fiscal year of the grant.
- A copy of information describing the statewide impaired driving task force is provided as HSP attachment # \_\_\_\_\_.

**High-Range State:**

- *[Check one box below and fill in any blanks under that checked box.]*
  - A NHTSA-facilitated assessment of the State's impaired driving program was conducted on \_\_\_\_\_;
- OR**
- For the first year of the grant as a high-range State, the State agrees to conduct a NHTSA-facilitated assessment by September 1 of the fiscal year of the grant;
- *[Check one box below and fill in any blanks under that checked box.]*
  - For the first year of the grant as a high-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan addressing recommendations from the assessment and submit the plan to NHTSA for review and approval by September 1 of the fiscal year of the grant;
- OR**
- For subsequent years of the grant as a high-range State, the statewide impaired driving plan developed or updated on \_\_\_\_\_ is provided as HSP attachment # \_\_\_\_\_.

- A copy of the information describing the statewide impaired driving task force is provided as HSP attachment # \_\_\_\_\_.

**Ignition Interlock Law:** [*Fill in all blanks below.*]

- The State's ignition interlock law was enacted on \_\_\_\_\_ and last amended on \_\_\_\_\_, is in effect, and will be enforced during the fiscal year of the grant.

**Legal citation(s):**

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**Part 4: Distracted Driving (23 CFR 1200.24)**

*[Fill in all blanks below.]*

**Prohibition on Texting While Driving**

The State's texting ban statute, prohibiting texting while driving, a minimum fine of at least \$25, and increased fines for repeat offenses, was enacted on \_\_\_\_\_ and last amended on \_\_\_\_\_, is in effect, and will be enforced during the fiscal year of the grant.

**Legal citations:**

- Prohibition on texting while driving:
  
- Definition of covered wireless communication devices:
  
- Minimum fine of at least \$25 for first offense:
  
- Increased fines for repeat offenses:
  
- Exemptions from texting ban:

**Prohibition on Youth Cell Phone Use While Driving**

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues, a minimum fine of at least \$25, increased fines for repeat offenses, was enacted on \_\_\_\_\_ and last amended on \_\_\_\_\_, is in effect, and will be enforced during the fiscal year of the grant.

**Legal citations:**

- Prohibition on youth cell phone use while driving:
  
  - Driver license testing of distracted driving issues:
  
  - Minimum fine of at least \$25 for first offense:
  
  - Increased fines for repeat offenses:
  
  - Exemptions from youth cell phone use ban:
-

**Part 5: Motorcyclist Safety (23 CFR 1200.25)**

*[Check at least 2 boxes below and fill in any blanks under those checked boxes.]*

**Motorcycle riding training course:**

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # \_\_\_\_\_.
- Document(s) showing the designated State authority approved the training curriculum that includes instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle is provided as HSP attachment # \_\_\_\_\_.
- Document(s) regarding locations of the motorcycle rider training course being offered in the State is provided as HSP attachment # \_\_\_\_\_.
- Document(s) showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP attachment # \_\_\_\_\_.
- Description of the quality control procedures to assess motorcycle rider training courses and instructor training courses and actions taken to improve courses is provided as HSP attachment # \_\_\_\_\_.

**Motorcyclist awareness program:**

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # \_\_\_\_\_.
- Letter from the Governor's Representative for Highway Safety stating that the motorcyclist awareness program is developed by or in coordination with the designated State authority is provided as HSP attachment # \_\_\_\_\_.
- Data used to identify and prioritize the State's motorcyclist safety program areas is provided as HSP attachment or page # \_\_\_\_\_.
- Description of how the State achieved collaboration among agencies and organizations regarding motorcycle safety issues is provided as HSP attachment or page # \_\_\_\_\_.
- Copy of the State strategic communications plan is provided as HSP attachment # \_\_\_\_\_.

**Reduction of fatalities and crashes involving motorcycles:**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided as HSP attachment or page # \_\_\_\_\_.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # \_\_\_\_\_.

**Impaired driving program:**

- Data used to identify and prioritize the State's impaired driving and impaired motorcycle operation problem areas is provided as HSP attachment or page # \_\_\_\_\_.
- Detailed description of the State's impaired driving program is provided as HSP attachment or page # \_\_\_\_\_.
- The State law or regulation that defines impairment.  
**Legal citation(s):**

**Reduction of fatalities and accidents involving impaired motorcyclists:**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided as HSP attachment or page # \_\_\_\_\_.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # \_\_\_\_\_.
- The State law or regulation that defines impairment.  
**Legal citation(s):**



**Use of fees collected from motorcyclists for motorcycle programs:** [*Check one box below and fill in **any** blanks under the checked box.*]

Applying as a Law State –

- The State law or regulation that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs to be used for motorcycle training and safety programs.

**Legal citation(s):**

**AND**

- The State's law appropriating funds for FY \_\_\_\_ that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs.

**Legal citation(s):**

Applying as a Data State –

- Data and/or documentation from **official** State records from the previous fiscal year showing that **all** fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided as HSP attachment # \_\_\_\_\_.



**Part 6: State Graduated Driver Licensing Laws (23 CFR 1200.26)**

*[Fill in all applicable blanks below.]*

The State's graduated driver licensing statute, requiring both a learner's permit stage and intermediate stage prior to receiving a full driver's license, was enacted on \_\_\_\_\_ and last amended on \_\_\_\_\_, is in effect, and will be enforced during the fiscal year of the grant.

**Learner's Permit Stage** – requires testing and education, driving restrictions, minimum duration, and applicability to novice drivers younger than 21 years of age.

**Legal citations:**

- Testing and education requirements:
  
- Driving restrictions:
  
- Minimum duration:
  
- Applicability to novice drivers younger than 21 years of age:
  
- Exemptions from graduated driver licensing law:

**Intermediate Stage** – requires driving restrictions, minimum duration, and applicability to any driver who has completed the learner’s permit stage and who is younger than 18 years of age.

**Legal citations:**

- Driving restrictions:
  
- Minimum duration:
  
- Applicability to any driver who has completed the learner’s permit stage and is younger than 18 years of age:
  
- Exemptions from graduated driver licensing law:

**Additional Requirements During Both Learner’s Permit and Intermediate Stages**

Prohibition enforced as a primary offense on use of a cellular telephone or any communications device by the driver while driving, except in case of emergency.

**Legal citation(s):**

Requirement that the driver who possesses a learner’s permit or intermediate license remain conviction-free for a period of not less than six consecutive months immediately prior to the expiration of that stage.

**Legal citation(s):**

**License Distinguishability** (Check *one box* below and fill in *any* blanks under that checked box.)

Requirement that the State learner’s permit, intermediate license, and full driver’s license are visually distinguishable.

**Legal citation(s):**

**OR**

Sample permits and licenses containing visual features that would enable a law enforcement officer to distinguish between the State learner’s permit, intermediate license, and full driver’s license, are provided as HSP attachment # \_\_\_\_\_.

**OR**

Description of the State’s system that enables law enforcement officers in the State during traffic stops to distinguish between the State learner’s permit, intermediate license, and full driver’s license, are provided as HSP attachment # \_\_\_\_\_.

## **Appendix E (Traffic Records TRIPRS Application)**

# Vermont Strategic Plan

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**June 21, 2013**

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# Vermont Strategic Plan Report

## State Plan Information

### Program / Plan Level Information:

#### **Traffic Records Improvement Program Coordinator:**

*(Person who is to be the first point of contact for the questions related to the Strategic Plan or other traffic records-related issues.)*

Name: **Mr. Ted Minall**  
Title: Chief Governor's Highway Safety Program  
Agency: Vermont Department of Public Safety  
Office:  
Address: 103 South Main St  
City, Zip: Waterbury  
Phone: (617) 494-1735  
Email: ted.minall@state.vt.us

Last Updated: 21-JUN-2013  
Revision Date: 13-JUN-2013

#### **Crash Data Systems – MMUCC Review:**

*The Federal Register calls for states to document the MMUCC data elements that they collect and use within their crash data system. TSASS can assist in this review process if provided with the most current crash database documentation.*

*The last crash database review was performed by TSASS on 03-OCT-11 based upon a data dictionary dated 01-DEC-10 which was reported to have an implementation data of 01-DEC-10.*

#### **EMS Data Systems – NEMSIS Review:**

*The Federal Register calls for states to document the NEMSIS data elements that they collect and use within their EMS data system. TSASS can assist in this review process if provided with the most current EMS database documentation.*

*The last EMS database review was performed by TSASS on 19-SEP-11 based upon a data dictionary dated 01-SEP-10 which was reported to have an implementation data of 01-SEP-10.*

#### **Traffic Records Assessment:**

*The legislation requires that States have performed a Traffic Records Assessment within the past 5 years for all grant applications after the first year.*

The date of the last Traffic Records Assessment is 05-18-2012.

## TRCC Representation:

This section contains information about the TRCC membership.

### Executive Level TRCC

Name	System	Email	Title	Member Status
Mr. Brian Searles	Crash Data System	Brian.searles@state.vt.us	Secretary	
Mr. Robert Ide	Driver License / History Data System	Robert.ide@state.vt.us	Commissioner	
Dr Harry Chen MD	Injury Surveillance Data System	Please add email address	Commissioner	
Mr. Keith Flynn	Law Enforcement / Adjudication Data System	Keith.flynn@dps.state.vt.us	Commissioner	
Mr. Robert Greemore	None	Robert.greemore@state.vt.us		
Richard Boes	None	Richard.boes@state.vt.us	CIO and Commissioner	
Mr. Brian Searles	Roadway Data System	Brian.searles@state.vt.us	Secretary	
Mr. Robert Ide	Vehicle Registration Data System	Robert.ide@state.vt.us	Commissioner	

### Technical Level TRCC

Name	System	Email	Title	Member Status
Sgt Garry Scott	Law Enforcement / Adjudication Data System	garry.scott@state.vt.us	Traffic Operations Coordinator	

Name	System	Email	Title	Member Status
Mr. Ted Minall	None	ted.minall@state.vt.us	Chief Governor's Highway Safety Program	
Anne Liske	None	Anne.Liske@state.vt.us	Highway Safety Program Coordinator	
Jon Kaplan	None	Jon.Kaplan@state.vt.us	VTrans Bike/Ped Coordinator	
Ms. Lise Veronneau	None	lveronneau@bpdvt.org	IT Business Administrator	
Mr. Bob Thigpen	None	bob.thigpen@state.vt.us	Project Manager	
Mr. Thomas Jenny	None	Thomas.Jenny@state.vt.us		
Ms. Caroline Dawson	None	cdawson@vdh.state.vt.us	Public Health Analyst II	
Mr. Gary Nowak	None	gnowak@dps.state.vt.us	IT Technician II / Project Specialist	
Lt. David Notte	None	dnotte@dps.state.vt.us		
Lt. Michael Macarilla	None	mmacaril@dps.state.vt.us	Director	
Mr. Thomas Fields	None	tfields@dps.state.vt.us	Law Enforcement Liaison	
Ms. Francis Aumand	None	paumand@dps.state.vt.us	Director	
Ms. Sue Aikman	None	saikman@dps.state.vt.us	Highway Safety Program Coordinator	
Mr. Robert Yergeau	None	robert.yergeau@state.vt.us	Director	
Ms. Christine Loso	None	Christine.Loso@state.vt.us		

Name	System	Email	Title	Member Status
Ms. Deb Laferriere	None	deb.laferriere@state.vt.us		
Mr. Michael Smith	None	Michael.smith@state.vt.us	Director	
Lt. William Elovirta	None	William.Elovirta@state.vt.us	Chief	
Ms. Donna Earle	None	Donna.Earle@state.vt.us	Chief of Records	
Ms. Kathy Codling	None	Kathy.codling@state.vt.us	Administrative Coordinator	
Ms. Mandy White	None	mandy.white@state.vt.us	Crash Technician	
Ms. Mary Spicer	None	mary.spicer@state.vt.us	AOT Manager I	
Ms. Laurie Roberts	None	laurie.roberts@state.vt.us		
Mr. Darnelle Priar	None	darnelle.priar@state.vt.us	Crash Technician	
Mr. David Pierson	None	dave.pierson@state.vt.us	Information Technology Manager	
Mario Dupigny-Giroux	None	mario.dupigny-giroux@state.vt.us	Traffic Safety Engineer	
Mr. Chris Cole	None	Chris.Cole@state.vt.us	Director	
Ms. Susan Clark	None	Susan.clark@state.vt.us	VT Highway Safety Alliance Coordinator	
Chirs Bell	None	Chris.bell@state.vt.us	EMS Director	
Jenna Protzko	None	Jenna.protzko@state.vt.us	SIREN Data Analyst	

Name	System	Email	Title	Member Status
Barbara Cormier	None	Barbara.cormier@state.vt.us	DII Project Manager	
Robin Adler	None	robin@vcjr.org	Researcher	
None				
Mr. Robert Greemore	None	Robert.greemore@state.vt.us		
Cindy Taylor-Patch	None	Cindy.taylor@state.vt.us	Director of Trainings	
Eleni Churchill	None	echurchhill@ccmpo.org	Sr. Trans Planner	
Sarah Kepchar	None	sarah.kepchar@state.vt.us	Highway Researcher	

## TRCC Operation:

*The legislation & Federal Register call for certification that the TRCC continues to operate. Please provide the following information about your TRCC's structure and operation*

*Do you have an executive (policy level) TRCC? Yes*

*If so, how often does it meet? As Needed/Other*

*Do you have a technical (working level) TRCC? Yes*

*If so, how often does it meet? Bi-Monthly*

*Does your TRCC have in place documents that demonstrate that the TRCC meets the following requirements of the legislation & Federal register?*

Yes      *The TRCC has the authority to approve the Strategic Plan.*

Unknown      *The TRCC has the authority to review any of the State's highway safety data and traffic records systems and to review changes to such systems before the changes are implemented.*

Yes      *The TRCC includes representative from highway safety, highway infrastructure, law enforcement and adjudication, public health, injury control and motor carrier agencies and organizations.*

Yes      *The TRCC provides a forum for the discussion of highway safety data and traffic records issues and report on any such issues to the agencies and organizations in the State that create, maintain, and use highway safety data and traffic records.*

Yes      *The TRCC considers and coordinates the views of organizations in the State that are involved in the administration, collection and use of the highway safety data and traffic records systems.*

Yes      *The TRCC represents the interests of the agencies and organizations within the traffic records system to outside organizations.*

Yes      *The TRCC reviews and evaluates new technologies to keep the highway safety data and traffic records systems up-to-date.*

## *Project Prioritization:*

*The legislation requires that States document how they prioritized projects. This section contains a brief statement of how projects were prioritized.*

### Project Prioritization

The TRCC has reviewed each system's deficiencies and developed goals, projects, and tasks to address the deficiencies identified in their Traffic Records Assessment. In addition, the TRCC awarded all carryover funds to proposed projects in an effort to reduce rollover funds. The TRCC has awarded \$1,250,480.00 to the following projects:

- AOT Crash Data Reporting System
- End User Crash Data Query Tool
- AOT Project Manager
- SIREN
- TRCC Consultant
- DPS Support of Traffic Records Improvements
- DPS E-Citation Implementation
- Local Road LRS

The TRCC plans to meet on a bi-monthly basis to review and manage all TRCC related projects. Meetings are planned for October and December 2013. Additional meetings are planned for January, March, May, July and September 2014.

# Deficiencies and Objectives

## VT-D-00001 - VT-D-00001 - Crash - Timeliness

**Area:** Timeliness

**System:** Crash

**Type:** Deficiency

**Status:** Unknown / Not Defined

**Source:** 2012 Traffic Records Assessment

**Last Updated:** 17-OCT-2011

**Revision Date:**

**Deficiency-Objective Description:** Currently, data reporting is behind by up to 12 months. The Crash Data Collection Interface Project will reduce the time gap between the crash event and the report availability for analysis working towards a 30-day average data availability.

### Linked Items

Type	Label	Name
Performance Measure	VT_PM101	VT_PM101 - Crash / Timeliness
Project	VT-P-00002	Crash Data Collection Interface (VTCDCl)
Project	VT-P-12-04	Web Crash Auto Populate

## VT-D-00002 - VT-D-00002 - Crash - Accuracy

**Area:** Accuracy

**System:** Crash

**Type:** Deficiency

**Status:** Unknown / Not Defined

**Source:** 2012 Traffic Records Assessment

**Last Updated:** 17-OCT-2011

**Revision Date:**

**Deficiency-Objective Description:** We currently experience about 10%in errors of the data entered on to the paper report form. The Crash Data Collection Interface Project will reduce errors through quality control checks and business rules build into the crash report and data collection system.

### Linked Items

Type	Label	Name
Project	VT-P-00002	Crash Data Collection Interface (VTCDCl)
Project	VT-P-00004	AOT Project Manager/Traffic Records Coordinator



### Linked Items

Type	Label	Name
Project	VT-P-12-04	Web Crash Auto Populate

## VT-D-00003 - VT-D-00003 - Crash - Uniformity

**Area:** Uniformity

**System:** Crash

**Type:** Deficiency

**Status:** Unknown / Not Defined

**Source:** 2012 Traffic Records Assessment

**Last Updated:** 17-OCT-2011

**Revision Date:**

**Deficiency-Objective Description:** There is one police report form used throughout the state of Vermont. However, policies vary on how to fill out the form in the many law enforcement agencies throughout the state. We are building rules in the Crash Data Collection Interface Project modules that will facilitate reporting basic minimum elements and consistency of data entered.

### Linked Items

Type	Label	Name
Project	VT-P-00002	Crash Data Collection Interface (VTCDCl)

## VT-D-00004 - VT-D-00004 - Crash - Completeness

**Area:** Completeness

**System:** Crash

**Type:** Deficiency

**Status:** Unknown / Not Defined

**Source:** 2012 Traffic Records Assessment

**Last Updated:** 17-OCT-2011

**Revision Date:**

**Deficiency-Objective Description:** The current database at VTrans contains all data from the police (paper) reports except the narrative and the diagram.

### Linked Items

Type	Label	Name
Project	VT-P-00002	Crash Data Collection Interface (VTCDCl)

## VT-D-00005 - VT-D-00005 - Crash - Accessibility

**Area:** Accessibility

**System:** Crash  
**Type:** Deficiency  
**Status:** Unknown / Not Defined  
**Source:** 2012 Traffic Records Assessment  
**Last Updated:** 17-OCT-2011  
**Revision Date:**

**Deficiency-Objective Description:** Access to the VTrans crash database is limited. Individuals need to call VTrans for reports.

#### Linked Items

Type	Label	Name
Project	VT-P-00002	Crash Data Collection Interface (VTDCI)
Project	VT-P-00103	End User Crash Data Query Tool

### VT-D-00006 - VT-D-00006 - Vehicle Registration - Accuracy

**Area:** Accuracy  
**System:** Vehicle Registration  
**Type:** Deficiency  
**Status:** Unknown / Not Defined  
**Source:** 2012 Traffic Records Assessment  
**Last Updated:** 17-OCT-2011  
**Revision Date:**

**Deficiency-Objective Description:** We estimate our error rate to be less than 5%.

#### Linked Items

Type	Label	Name
------	-------	------

### VT-D-00007 - VT-D-00007 - Vehicle Registration - Uniformity

**Area:** Uniformity  
**System:** Vehicle Registration  
**Type:** Deficiency  
**Status:** Unknown / Not Defined  
**Source:** 2012 Traffic Records Assessment  
**Last Updated:** 17-OCT-2011  
**Revision Date:**

**Deficiency-Objective Description:** There is one accepted registration application form and one accepted renewal application form. There are some out-dated forms being used throughout the state. There is an approximate 30% return rate for new applications.

### Linked Items

Type	Label	Name
------	-------	------

## VT-D-00008 - VT-D-00008 - Vehicle Registration - Accessibility

**Area:** Accessibility

**System:** Vehicle Registration

**Type:** Deficiency

**Status:** Unknown / Not Defined

**Source:** 2012 Traffic Records Assessment

**Last Updated:** 17-OCT-2011

**Revision Date:**

**Deficiency-Objective Description:** Access to the mainframe is limited to DMV and some other agencies.

### Linked Items

Type	Label	Name
------	-------	------

## VT-D-00009 - VT-D-00009 - Vehicle Registration - Integration

**Area:** Integration

**System:** Vehicle Registration

**Type:** Deficiency

**Status:** Unknown / Not Defined

**Source:** 2012 Traffic Records Assessment

**Last Updated:** 17-OCT-2011

**Revision Date:**

**Deficiency-Objective Description:** We do not have any integration with other systems.

### Linked Items

Type	Label	Name
------	-------	------

## VT-D-00010 - VT-D-00010 - Driver License / History - Accessibility

**Area:** Accessibility

**System:** Driver License / History

**Type:** Deficiency

**Status:** Unknown / Not Defined

**Source:** 2012 Traffic Records Assessment

**Last Updated:** 17-OCT-2011

**Revision Date:**

**Deficiency-Objective Description:** Very limited access due to the Driver Privacy Protection Act. Information can be accessed by DMV only or if a records request form is filed and approved. We do report convictions and suspensions to PDPS and CDLIS.

**Linked Items**

Type	Label	Name
------	-------	------

**VT-D-00011 - VT-D-00011 - Driver License / History - Integration**

**Area:** Integration

**System:** Driver License / History

**Type:** Deficiency

**Status:** Unknown / Not Defined

**Source:** 2012 Traffic Records Assessment

**Last Updated:** 17-OCT-2011

**Revision Date:**

**Deficiency-Objective Description:** We do not have any integration with other systems.

**Linked Items**

Type	Label	Name
------	-------	------

**VT-D-00012 - VT-D-00012 - Roadway - Uniformity**

**Area:** Uniformity

**System:** Roadway

**Type:** Deficiency

**Status:** Unknown / Not Defined

**Source:** 2012 Traffic Records Assessment

**Last Updated:** 17-OCT-2011

**Revision Date:**

**Deficiency-Objective Description:** Currently, the inventory data is located in various databases throughout the Agency.

**Linked Items**

Type	Label	Name
Project	VT-P-00004	AOT Project Manager/Traffic Records Coordinator

**VT-D-00013 - VT-D-00013 - Roadway - Timeliness**

**Area:** Timeliness  
**System:** Roadway  
**Type:** Deficiency  
**Status:** Unknown / Not Defined  
**Source:** 2012 Traffic Records Assessment  
**Last Updated:** 17-OCT-2011  
**Revision Date:**

**Deficiency-Objective Description:** Inventory databases are updated on varying timetables.

#### Linked Items

Type	Label	Name
------	-------	------

### VT-D-00014 - VT-D-00014 - Roadway - Completeness

**Area:** Completeness  
**System:** Roadway  
**Type:** Deficiency  
**Status:** Unknown / Not Defined  
**Source:** 2012 Traffic Records Assessment  
**Last Updated:** 17-OCT-2011  
**Revision Date:**

**Deficiency-Objective Description:** Databases lack information on lower highway systems (non Federal Aid).

#### Linked Items

Type	Label	Name
Project	VT-P-00004	AOT Project Manager/Traffic Records Coordinator

### VT-D-00015 - VT-D-00015 - Roadway - Accessibility

**Area:** Accessibility  
**System:** Roadway  
**Type:** Deficiency  
**Status:** Unknown / Not Defined  
**Source:** 2012 Traffic Records Assessment  
**Last Updated:** 17-OCT-2011  
**Revision Date:**

**Deficiency-Objective Description:** Currently, there is not single point of access to the various data bases. Access is limited to VTrans staff only.

### Linked Items

Type	Label	Name
------	-------	------

## VT-D-00016 - VT-D-00016 - Citation / Adjudication - Timeliness

**Area:** Timeliness

**System:** Citation / Adjudication

**Type:** Deficiency

**Status:** Unknown / Not Defined

**Source:** 2012 Traffic Records Assessment

**Last Updated:** 17-OCT-2011

**Revision Date:**

**Deficiency-Objective Description:** Officer issues ticket and files with court at around 2 weeks after issue.

Ticket entry into Courts system in another week.

### Linked Items

Type	Label	Name
Project	VT-P-00019	DPS Traffic Records Support
Project	VT-P-00104	E-Citation - Business Plan Consultant
Project	VT-P-00105	E-Citation - Implementation

## VT-D-00017 - VT-D-00017 - Citation / Adjudication - Accuracy

**Area:** Accuracy

**System:** Citation / Adjudication

**Type:** Deficiency

**Status:** Unknown / Not Defined

**Source:** 2012 Traffic Records Assessment

**Last Updated:** 17-OCT-2011

**Revision Date:**

**Deficiency-Objective Description:** Tickets are prepared at roadside and are hand written. Writing is hard to read and tickets may have to be returned for as they are illegible or are missing information.

### Linked Items

Type	Label	Name
Project	VT-P-00004	AOT Project Manager/Traffic Records Coordinator
Project	VT-P-00019	DPS Traffic Records Support
Project	VT-P-00104	E-Citation - Business Plan Consultant
Project	VT-P-00105	E-Citation - Implementation

## VT-D-00018 - VT-D-00018 - Citation / Adjudication - Accessibility

**Area:** Accessibility

**System:** Citation / Adjudication

**Type:** Deficiency

**Status:** Unknown / Not Defined

**Source:** 2012 Traffic Records Assessment

**Last Updated:** 17-OCT-2011

**Revision Date:**

**Deficiency-Objective Description:** There is no summary query or reporting function to the files.

### Linked Items

Type	Label	Name
Project	VT-P-00019	DPS Traffic Records Support
Project	VT-P-00104	E-Citation - Business Plan Consultant
Project	VT-P-00105	E-Citation - Implementation

## VT-D-00019 - VT-D-00019 - Citation / Adjudication - Integration

**Area:** Integration

**System:** Citation / Adjudication

**Type:** Deficiency

**Status:** Unknown / Not Defined

**Source:** 2012 Traffic Records Assessment

**Last Updated:** 17-OCT-2011

**Revision Date:**

**Deficiency-Objective Description:** The files update the Department of Motor Vehicles nightly. There are no other links in the system.

### Linked Items

Type	Label	Name
Project	VT-P-00019	DPS Traffic Records Support
Project	VT-P-00104	E-Citation - Business Plan Consultant
Project	VT-P-00105	E-Citation - Implementation

## VT-D-00020 - VT-D-00020 - Injury Surveillance / EMS - Accessibility

**Area:** Accessibility

**System:** Injury Surveillance / EMS

**Type:** Deficiency

**Status:** Unknown / Not Defined

**Source:** 2012 Traffic Records Assessment

**Last Updated:** 17-OCT-2011

**Revision Date:**

**Deficiency-Objective Description:** The only access to the forms is through anecdotal review for specific categories of runs or cases or for "interesting case" attention. Even these types of use are normally for localized special interest by a District Medical Advisor.

#### Linked Items

Type	Label	Name
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### VT-D-00021 - VT-D-00021 - Injury Surveillance / EMS - Integration

**Area:** Integration

**System:** Injury Surveillance / EMS

**Type:** Deficiency

**Status:** Unknown / Not Defined

**Source:** 2012 Traffic Records Assessment

**Last Updated:** 17-OCT-2011

**Revision Date:**

**Deficiency-Objective Description:** Without an electronic system, integration and query is impossible.

#### Linked Items

Type	Label	Name
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### VT-D-00022 - VT-D-00022 - Citation / Adjudication / Uniformity

**Area:** Uniformity

**System:** Citation / Adjudication

**Type:** Deficiency

**Status:** Unknown / Not Defined

**Source:** 2012 Traffic Records Assessment

**Last Updated:** 17-OCT-2011

**Revision Date:**

**Deficiency-Objective Description:** Forms used by all Law Enforcement are the same and codes are consistent based upon violations.

#### Linked Items

Type	Label	Name
Project	VT-P-00105	E-Citation - Implementation



## VT-D-00023 - VT-D-00023 - Citation / Adjudication / Completeness

**Area:** Completeness

**System:** Citation / Adjudication

**Type:** Deficiency

**Status:** Unknown / Not Defined

**Source:** 2012 Traffic Records Assessment

**Last Updated:** 17-OCT-2011

**Revision Date:**

**Deficiency-Objective Description:** Filings must be complete before case can be adjudicated and conviction transmitted to DMV.

### Linked Items

Type	Label	Name
Project	VT-P-00105	E-Citation - Implementation

## VT-D-00024 - VT-D-00024 - Injury Surveillance / EMS / Timeliness

**Area:** Timeliness

**System:** Injury Surveillance / EMS

**Type:** Deficiency

**Status:** Unknown / Not Defined

**Source:** 2012 Traffic Records Assessment

**Last Updated:** 17-OCT-2011

**Revision Date:**

**Deficiency-Objective Description:** EMS squads fill out a run report on multi-part paper and deliver copies to the receiving hospital and the EMS regional Medical Advisor. The squad retains copies for internal management and billing. Most squads complete the form within a few hours of the run completion (anecdotal).

### Linked Items

Type	Label	Name
Project	2014-P2	SIREN - 2014
Project	VT-P-12-01	SIREN Data Manager
Project	VT-P-12-02	SIREN Training
Project	VT-P-12-03	SIREN Equipment/Software

## VT-D-00025 - VT-D-00025 - Injury Surveillance / EMS / Accuracy

**Area:** Accuracy

**System:** Injury Surveillance / EMS

**Type:** Deficiency

**Status:** Unknown / Not Defined

**Source:** 2012 Traffic Records Assessment  
**Last Updated:** 17-OCT-2011  
**Revision Date:**

**Deficiency-Objective Description:** *There is no way to assess this element at this time.*

#### Linked Items

Type	Label	Name
Project	2014-P2	SIREN - 2014
Project	VT-P-12-01	SIREN Data Manager
Project	VT-P-12-02	SIREN Training
Project	VT-P-12-03	SIREN Equipment/Software

### VT-D-00026 - VT-D-00026 - Injury Surveillance / EMS / Uniformity

**Area:** Uniformity  
**System:** Injury Surveillance / EMS  
**Type:** Deficiency  
**Status:** Unknown / Not Defined  
**Source:** 2012 Traffic Records Assessment  
**Last Updated:** 17-OCT-2011  
**Revision Date:**

**Deficiency-Objective Description:** *There is no way to assess this element at this time.*

#### Linked Items

Type	Label	Name
Project	VT-P-12-01	SIREN Data Manager
Project	VT-P-12-02	SIREN Training
Project	VT-P-12-03	SIREN Equipment/Software

### VT-D-00027 - VT-D-00027 - Injury Surveillance / EMS / Completeness

**Area:** Completeness  
**System:** Injury Surveillance / EMS  
**Type:** Deficiency  
**Status:** Unknown / Not Defined  
**Source:** 2012 Traffic Records Assessment  
**Last Updated:** 17-OCT-2011  
**Revision Date:**

**Deficiency-Objective Description:** *There is no, way to assess this element. However, we know that most runs that conclude without a transport to a hospital do not have reports generated nor do "false alarm" runs.*

### **Linked Items**

<b>Type</b>	<b>Label</b>	<b>Name</b>
<i>Project</i>	<i>2014-P2</i>	<i>SIREN - 2014</i>
<i>Project</i>	<i>VT-P-12-01</i>	<i>SIREN Data Manager</i>
<i>Project</i>	<i>VT-P-12-02</i>	<i>SIREN Training</i>
<i>Project</i>	<i>VT-P-12-03</i>	<i>SIREN Equipment/Software</i>

# Performance Measures and Goals

## C-A-02 - CrashAccuracy

**Status of Improvement:** Unknown - No Final Data

**Active Status:** On Hold

**Last Updated:** 14-MAR-2013

**Revision Date:**

*This performance measure is based on the C-A-02 model.*

*Vermont will improve the Accuracy of the Crash system as measured in terms of a Increase of:*

*The percentage of in-State registered vehicles on the State crash file with Vehicle Identification Number (VIN) matched to the State vehicle registration file.*

*The state will show measureable progress using the following method:*

*The percentage of in-State registered vehicles on the State crash file with Vehicle Identification Number (VIN) matched to the State vehicle registration file.*

### Performance Measure Values

Year	Goal	Baseline	Best Value	Best Date	Difference
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### Intermediate Measurements

Measurement Date	Measurement
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### Linked Items

Type	Label	Name
Project	VT-P-00004	AOT Project Manager/Traffic Records Coordinator
Project	VT-P-00102	TRCC Consultant
Project	VT-P-12-04	Web Crash Auto Populate

## C-C-02 - CrashCompleteness

**Status of Improvement:** Unknown - No Final Data

**Active Status:** On Hold

**Last Updated:** 14-MAR-2013

**Revision Date:**

*This performance measure is based on the C-C-02 model.*

*Vermont will improve the Completeness of the Crash system as measured in terms of a Increase of:*

*The percentage of crash records with no missing data elements.*

*The state will show measureable progress using the following method:*

*The percentage of crash records with no missing data elements.*

### **Performance Measure Values**

<b>Year</b>	<b>Goal</b>	<b>Baseline</b>	<b>Best Value</b>	<b>Best Date</b>	<b>Difference</b>
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### **Intermediate Measurements**

<b>Measurement Date</b>	<b>Measurement</b>
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### **Linked Items**

<b>Type</b>	<b>Label</b>	<b>Name</b>
Project	VT-P-00002	Crash Data Collection Interface (VTCDCI)
Project	VT-P-00004	AOT Project Manager/Traffic Records Coordinator

## **C-X-01 - CrashAccessibility**

**Status of Improvement:** *Unknown - No Final Data*

**Active Status:** *On Hold*

**Last Updated:** *14-MAR-2013*

**Revision Date:**

*This performance measure is based on the C-X-01 model.*

*Vermont will improve the Accessibility of the Crash system as measured in terms of a Increase of:*

*The ability of legitimate users to successfully obtain desired crash data*

*The state will show measureable progress using the following method:*

*The ability of legitimate users to successfully obtain desired crash data*

### **Performance Measure Values**

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Year	Goal	Baseline	Best Value	Best Date	Difference
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### Intermediate Measurements

Measurement Date	Measurement
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### Linked Items

Type	Label	Name
Project	VT-P-00004	AOT Project Manager/Traffic Records Coordinator
Project	VT-P-00103	End User Crash Data Query Tool

## CA-C-01 - CitationCompleteness

**Status of Improvement:** Unknown - No Final Data

**Active Status:** On Hold

**Last Updated:** 14-MAR-2013

**Revision Date:**

*This performance measure is based on the CA-C-01 model.*

*Vermont will improve the Completeness of the Citation / Adjudication system as measured in terms of a Increase of:*

*The percentage of citation records with no missing critical data elements. \*This measure also is also applicable to the adjudication file.*

*The state will show measureable progress using the following method:*

*The percentage of citation records with no missing critical data elements. \*This measure also is also applicable to the adjudication file.*

### Performance Measure Values

Year	Goal	Baseline	Best Value	Best Date	Difference
------	------	----------	------------	-----------	------------

### Intermediate Measurements

Measurement Date	Measurement
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### Linked Items

Type	Label	Name
Project	VT-P-00004	AOT Project Manager/Traffic Records Coordinator
Project	VT-P-00019	DPS Traffic Records Support
Project	VT-P-00104	E-Citation - Business Plan Consultant
Project	VT-P-00105	E-Citation - Implementation

### I-C-01 - EMS Completeness

**Status of Improvement:** Unknown - No Final Data

**Active Status:** On Hold

**Last Updated:** 14-MAR-2013

**Revision Date:**

*This performance measure is based on the I-C-01 model.*

*Vermont will improve the Completeness of the Injury Surveillance / EMS system as measured in terms of a Increase of:*

*The percentage of EMS patient care reports with no missing critical data elements.*

*\*This measure also is also applicable to the following files: State Emergency Dept. File, State Hospital Discharge File, State Trauma Registry File, and State Vital Records.*

*The state will show measureable progress using the following method:*

*The percentage of EMS patient care reports with no missing critical data elements*

### Performance Measure Values

Year	Goal	Baseline	Best Value	Best Date	Difference
------	------	----------	------------	-----------	------------

### Intermediate Measurements

Measurement Date	Measurement
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### Linked Items

Type	Label	Name
Project	VT-P-12-01	SIREN Data Manager
Project	VT-P-12-02	SIREN Training
Project	VT-P-12-03	SIREN Equipment/Software

### PMEMS - Completeness2012

**Status of Improvement:** Demonstrated Improvement

**Active Status:** Active

**Last Updated:** 21-JUN-2013  
**Revision Date:** 06-JUN-2011

*This performance measure is based on the STATE model.*

*Vermont will improve the Completeness of the Injury Surveillance / EMS system as measured in terms of a Increase of:*

*Under the leadership of Commissioner Harry Chen MD, Vermont Department of Health has commenced implementation of the Statewide Incident Reporting Network (SIREN) system for EMS Patient Care Reports (PCR). The SIREN system allows EMS agency users to enter new Patient Care Reports (PCR) electronically and provides a method to import legacy records from some Vermont agencies bordering New Hampshire. These agencies already conformed to the Image Trend data collection requirements and had been sending PCR records to the New Hampshire Image Trend system. These records were imported into Vermont's SIREN system.*

*The state will show measureable progress using the following method:*

*The EMS system which is provided and hosted by Image Trend (we call it SIREN in Vermont), is new. Prior to Siren's implementation, all records were paper based. Legacy data was imported in November 2010 and the first user agencies began entering current data in December 2010. The number of new and legacy data records were derived directly from system reports.*

### **Performance Measure Values**

<b>Year</b>	<b>Goal</b>	<b>Baseline</b>	<b>Best Value</b>	<b>Best Date</b>	<b>Difference</b>
2010	0	0	0	01-JUN-10	2009 - 2010 0
2011	0	0	12157	28-FEB-11	2010 - 2011 12157
2012	0	12157	30928	01-JAN-12	2011 - 2012 18771
2013	0	30928	48394	31-DEC-12	2012 - 2013 17466
2014	0	30928	51139	01-APR-13	2013 - 2014 20211
2015	0	51139			2014 - 2015
2016		51139			2015 - 2016
2017		51139			2016 - 2017

### **Intermediate Measurements**

<b>Measurement Date</b>	<b>Measurement</b>
01-JUN-2010	0
31-DEC-2010	9961
31-JAN-2011	11061
28-FEB-2011	12157
01-JAN-2012	30928
31-DEC-2012	48394
01-APR-2013	51139



### Linked Items

Type	Label	Name
Project	2014-P2	SIREN - 2014
Project	VT-P-12-01	SIREN Data Manager
Project	VT-P-12-02	SIREN Training
Project	VT-P-12-03	SIREN Equipment/Software

### R-I-01 - Roadway-Integration

**Status of Improvement:** Unknown - No data

**Active Status:** Active

**Last Updated:** 12-JUN-2013

**Revision Date:**

*This performance measure is based on the R-I-01 model.*

*Vermont will improve the Integration of the Roadway system as measured in terms of a Increase of:*

*The percentage of appropriate records in a specific file in the roadway database that are linked to another system or file.*

*The state will show measureable progress using the following method:*

*The percentage of appropriate records in a specific file in the roadway database that are linked to another system or file.*

### Performance Measure Values

Year	Goal	Baseline	Best Value	Best Date	Difference
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### Intermediate Measurements

Measurement Date	Measurement
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### Linked Items

Type	Label	Name
Project	2014-P1	Local Road LRS

### VT\_PM06 - VT\_PM06 - Crash / Accuracy

**Status of Improvement:** Unknown - No Final Data

**Active Status:** On Hold  
**Last Updated:** 18-JAN-2012  
**Revision Date:** 14-JUN-2008

*This performance measure is based on the STATE model.*

*Vermont will improve the Accuracy of the Crash system as measured in terms of a Increase of:*

*Percent of police crash reports received with GPS location included.*

*The state will show measureable progress using the following method:*

*This measure is from the in house crash data base and crash repository (Web Crash) file itself. It is not an estimate. It is a count of the number of police crash reports entered that have GPS locations included. The percent portion of the measure is the number of police crash reports with GPS location data divided by the total number of police crash reports in the repository.*

### **Performance Measure Values**

<b>Year</b>	<b>Goal</b>	<b>Baseline</b>	<b>Best Value</b>	<b>Best Date</b>	<b>Difference</b>
2007		14	53	14-JUN-07	2006 - 2007 39
2006		14	53	14-JUN-07	2005 - 2006 39
2008		53	95	14-JUN-08	2007 - 2008 42
2017		95			2016 - 2017
2016		95			2015 - 2016
2015		95			2014 - 2015
2014		95			2013 - 2014
2013		95			2012 - 2013
2012		95			2011 - 2012
2011		95			2010 - 2011
2010		95			2009 - 2010
2009		95			2008 - 2009

### **Intermediate Measurements**

<b>Measurement Date</b>	<b>Measurement</b>
14-JUN-2006	14
14-JUN-2007	53
14-JUN-2008	95

### **Linked Items**

<b>Type</b>	<b>Label</b>	<b>Name</b>
Project	VT-P-00002	Crash Data Collection Interface (VTDCI)

## VT\_PM09 - VT\_PM09 - Crash / Completeness

**Status of Improvement:** Unknown - No Final Data

**Active Status:** On Hold

**Last Updated:** 18-JAN-2012

**Revision Date:** 14-JUN-2008

*This performance measure is based on the STATE model.*

*Vermont will improve the Completeness of the Crash system as measured in terms of a Increase of:*

*Number of police crash reports received through the webbased Crash Reporting application.*

*The state will show measureable progress using the following method:*

*Count the number of police crash reports entered into the database through the web-based Crash Reporting application for a calendar year.*

### Performance Measure Values

Year	Goal	Baseline	Best Value	Best Date	Difference
2006	0	978	978	14-JUN-07	2005 - 2006 0
2007	0	978	978	14-JUN-07	2006 - 2007 0
2008	0	978	2068	14-JUN-08	2007 - 2008 1090
2015	0	2068			2014 - 2015
2016		2068			2015 - 2016
2017		2068			2016 - 2017
2013	0	2068			2012 - 2013
2012	0	2068			2011 - 2012
2011	0	2068			2010 - 2011
2010	0	2068			2009 - 2010
2009	0	2068			2008 - 2009
2014	0	2068			2013 - 2014

### Intermediate Measurements

Measurement Date	Measurement
14-JUN-2007	978
14-JUN-2008	2068

### Linked Items

Type	Label	Name
Project	VT-P-00002	Crash Data Collection Interface (VTDCI)
Project	VT-P-00004	AOT Project Manager/Traffic Records Coordinator

### Linked Items

Type	Label	Name
Project	VT-P-00019	DPS Traffic Records Support

### VT\_PM101 - VT\_PM101 - Crash / Timeliness

**Status of Improvement:** Unknown - No Final Data

**Active Status:** Active

**Last Updated:** 24-MAY-2012

**Revision Date:** 07-JUN-2011

*This performance measure is based on the C-T-02 model.*

*Vermont will improve the Timeliness of the Crash system as measured in terms of a Increase of:*

*The percentage of reports submitted w/in 30 days of a crash has improved since the implementation of electronic reporting. (We have assumed all paper reports to be submitted after the 30 day period.)*

*The state will show measureable progress using the following method:  
Use the online reporting tools to get timeliness statistics.*

### Performance Measure Values

Year	Goal	Baseline	Best Value	Best Date	Difference	
2009	0	33	33	31-DEC-08	2008 - 2009	0
2010	0	33	49	31-DEC-09	2009 - 2010	16
2011	0	49	52	31-DEC-10	2010 - 2011	3
2012	0	52	60	01-JAN-12	2011 - 2012	8
2013	0	60			2012 - 2013	
2014	0	60			2013 - 2014	
2015	0	60			2014 - 2015	
2016		60			2015 - 2016	
2017		60			2016 - 2017	

### Intermediate Measurements

Measurement Date	Measurement
31-DEC-2008	33
31-DEC-2009	49
31-DEC-2010	52
01-JAN-2012	60

### **Linked Items**

<b>Type</b>	<b>Label</b>	<b>Name</b>
<i>Deficiency / Objective</i>	VT-D-00001	VT-D-00001 - Crash - Timeliness
<i>Project</i>	VT-P-00002	Crash Data Collection Interface (VTDCI)

# Projects

## 2014-P1 - Local Road LRS

**Priority:** 1

**Last Updated:** 13-JUN-2013

**Revision Date:** 12-JUN-2013

**Status:** Start Up

**Lead Agency:** Vermont Agency of Transportation

**Partners:** Vermont Agency of Transportation  
Vermont Department of Public Safety

**Website:** None

### *Project Director*

Name: **Johnathon Croft**

Title:

Agency: Vermont Agency of Transportation

Office:

Address:

City, Zip:

Phone:

Email: Johnathon.Croft@state.vt.us

**Project Description:** The goal of Geo-spatial Network for All Public Roads is to create a linear reference system (LRS) that will contain all the highways included in the Certified Public Highway Mileage (includes the Federal Aid Highway System and local roads). This project will create the ability to run algorithms on the full highway network using the linear reference system, such as high crash locations, and provide a common architecture for the collection of linear referenced inventory data. This project assists the State in laying the foundation for complying with 23 U.S.C. 148, which requires States to advance their capabilities for traffic records data collection, analysis and integration with other sources of safety data, such as road inventories. The development of the Geo-spatial Network for All Public Roads, which includes the LRS for the local roads, will meet the requirements set forth for the Highway Performance Monitoring System (HPMS) and provide geometry for the "Transportation for the Nation" (TFTN) highway network.

## Milestones

Milestone Description	Target Date	Actual Date	Status
Develop Geospatial Network for All Public Roads	06-30-2015		On Schedule

## Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash			X			
Driver License / History						
Injury Surveillance / EMS						
Roadway	X	X	X			
Citation / Adjudication						
Vehicle Registration						

## Budgets

Budget Source - 2013	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2014	Total Budget
NHTSA Section 408 Funds	\$45,015.00

Budget Source - 2015	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2016	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2017	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2018	Total Budget
NHTSA Section 408 Funds	\$0.00

## Activity Report

### Linked Items

Type	Label	Name
Performance Measure	R-I-01	Roadway-Integration
Recommendation	VTTRA07010	Develop and implement a uniform location reference system.

2014-P2 - SIREN - 2014

**Priority:** 1

**Last Updated:** 13-JUN-2013

**Revision Date:** 13-JUN-2013

**Status:** Start Up

**Lead Agency:** Vermont Department Health Emergency Medical Services

**Partners:** VAOT

**Website:** None

*Project Director*

Name: **Jenna Protzko**

Title: SIREN Data Analyst

Agency: Vermont Department of Health

Office:

Address:

City, Zip:

Phone:

Email: Jenna.protzko@state.vt.us

**Project Description:** The Vermont Department of Health Emergency Medical Services continuing completion of the SIREN data system implementation involves the following for FY2014:

**Data Manager:** The Vermont Department of Health – EMS office requires a data manager to coordinate the collection, analysis and reporting of EMS incident data and to provide technical assistance and training for SIREN, Vermont's statewide electronic EMS incident reporting system. A state EMS data manager is necessary to maintain functionality of the SIREN program, increase the number of Vermont ambulance services entering data into SIREN, and to ensure accurate, complete, timely, and uniform EMS incident reports.

**Training:** System users and administrators require targeted training to implement and fully utilize SIREN. Providing advanced SIREN Report Writer training to State Administrators will provide them the education necessary to build reports and review and analyze EMS data related to internal completeness as recommended by NHTSA.

**Surveillance and Reporting:**

**Custom Report Writer:** Data reporting tools within SIREN are necessary to query, analyze and report data. Several SIREN data analysis and reporting tools deliver powerful reporting capabilities with static and interactive output options, including mapping tools. These reports can integrate EMS information with other highway records, such as motor vehicle crash and injury data from WebCrash and from the Fatality Analysis Reporting System. These reports are also vital in extracting internal validity data as recommended by NHTSA.

**New England Data Quality Report** New England Data Managers from Maine, New



Hampshire, Massachusetts and Vermont have regionally collaborated efforts to establish a Data Quality Report to be built and developed by ImageTrend. ImageTrend will be customized to enable analysis of internal completeness of data from all 87 ambulance agencies licensed in Vermont, more specifically including imported data from services using an electronic patient care reporting system other than SIREN. A report of this kind is currently not available in SIREN.

Equipment – Field Bridge Data Linkage Application: Field Bridge is the laptop based software application that allows for real-time, field-based EMS data entry on scene. Filling out EMS pre-hospital reports while on scene allows for more productive communication between law enforcement and EMS personnel for data/information sharing and in order to link EMS and WebCrash highway safety records. This software is imperative for the operation of this data linkage, which will contribute greatly towards statewide highway safety efforts and improvement.

### Milestones

<i>Milestone Description</i>	<i>Target Date</i>	<i>Actual Date</i>	<i>Status</i>
Increase state wide usage of SIREN to 100%	01-01-2014		On Schedule

### Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash			X			
Driver License / History						
Injury Surveillance / EMS	X	X	X	X	X	X
Roadway						
Citation / Adjudication						
Vehicle Registration						

### Budgets

<i>Budget Source - 2013</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00

<i>Budget Source - 2014</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$131,392.00

<i>Budget Source - 2015</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00

<i>Budget Source - 2016</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2017</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2018</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

## Activity Report

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### Linked Items

Type	Label	Name
Deficiency / Objective	VT-D-00024	VT-D-00024 - Injury Surveillance / EMS / Timeliness
Deficiency / Objective	VT-D-00025	VT-D-00025 - Injury Surveillance / EMS / Accuracy
Deficiency / Objective	VT-D-00027	VT-D-00027 - Injury Surveillance / EMS / Completeness
Performance Measure	PMEMS	Completeness2012
Recommendation	VTTRA12046	Work with the Governor's Highway Safety Program to develop standardized reports using SIREN data that will support highway efforts.

## VT-P-00002 - Crash Data Collection Interface (VTCDCI)

**Priority:** 1

**Last Updated:** 12-JUN-2013

**Revision Date:** 12-JUN-2013

**Status:** Active

**Lead Agency:** Vermont Agency of Transportation

**Partners:** Department of Public Safety and police agencies across the state

**Website:**

#### Project Director

Name: **Ms. Mary Spicer**

Title: AOT Manager I

Agency: Vermont Agency of Transportation

Office: PPAID Policy, Planning and Intermodal Development

Address: 1 National Life Building, Drawer 33

City, Zip: Montpelier 05633

Phone: (802) 828-2681

Email: mary.spicer@state.vt.us

**Project Description:** The Crash Data Collection Interface project has four phases all serving the same purpose. The phases are: web-based reporting and collection, other system interfaces and Vermont State Police, Spillman interface. The latter three phases will allow electronic submission from various CAD systems used by police departments in Vermont to the Crash reports repository in Agency of Transportation. Additionally, the

system will have both standardized and ad hoc query capability. Agencies will access the tool through the internet.

**Project Purpose:**

This project will affect the timelines, completeness, uniformity and quality of Crash data available in the state repository. Police agencies will use the applications/interfaces for submitting police Crash reports. These applications and interfaces will eliminate dual entry of Crash data to the state repository and reduce the time to make Crash event reports available to analysts. Built-in verification protocols will improve the accuracy and consistency of the data. The security module will have user verification so that only those on the user list will be able to access the system.

**Additional tasks include:**

Add Web Crash interface for Spillman RMS to eliminate duplicate data entry.

Add Web Crash interface for Burlington PD Valcour RMS to eliminate duplicate data entry.

Upgrade CDCI ADFS to newest version.

Add backup and test server to allow testing of updates and/or changes to the Crash application prior to implementation

Make changes to the UCRF as directed by the TRCC.

Encourage the last two law enforcement agencies to submit electronically

**Milestones**

<i>Milestone Description</i>	<i>Target Date</i>	<i>Actual Date</i>	<i>Status</i>
Complete VAOT IT training on VCSG and CDCI systems	03-01-2012		Completed
Incorporate map location tool into Web Crash	09-01-2012	09-01-2012	Completed
Incorporate changes to the UCR	01-01-2014		On Schedule
Incorporate automatic population of license and registration information into CDCI	01-01-2014		On Schedule
Add Web Crash interface for Spillman RMS.	03-01-2014		On Schedule
Add Web Crash interface for Burlington PD Valcour RMS.	03-01-2014		On Schedule
Allowing users to perform their own crash data queries	06-01-2014		On Schedule

## Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	X	X		X	X	
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

## Budgets

<b>Budget Source - 2013</b>	<b>Total Budget</b>
FMCSA CVARS Funds	\$0.00
NHTSA Section 164 Funds	\$0.00
NHTSA Section 408 Funds	\$230,000.00
State Funds	\$0.00

<b>Budget Source - 2014</b>	<b>Total Budget</b>
FMCSA CVARS Funds	\$0.00
NHTSA Section 164 Funds	\$0.00
NHTSA Section 408 Funds	\$108,935.00
State Funds	\$0.00

<b>Budget Source - 2015</b>	<b>Total Budget</b>
FMCSA CVARS Funds	\$0.00
NHTSA Section 164 Funds	\$0.00
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00

<b>Budget Source - 2016</b>	<b>Total Budget</b>
FMCSA CVARS Funds	\$0.00
NHTSA Section 164 Funds	\$0.00
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00

<b>Budget Source - 2017</b>	<b>Total Budget</b>
FMCSA CVARS Funds	\$0.00
NHTSA Section 164 Funds	\$0.00
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00

<b>Budget Source - 2018</b>	<b>Total Budget</b>
FMCSA CVARS Funds	\$0.00
NHTSA Section 164 Funds	\$0.00
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00



## Activity Report

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-07-2011	06-07-2011	06-07-2011	Mary Spicer
<b>Activity</b>	<p>Data Collection - Revised Uniform Crash Report form necessitated update to Web Crash data entry forms/screens. Included new data fields and changes to audits. Also, included is a Fatal crash alert notification for FARS staff, and informational link for new features, IE 8 compatibility resolution, and additional SafetyNet features.</p> <p>Interfaces - Middlebury PD interface work started. Implemented web services tool for large truck/bus carrier information. Implemented Google map tool for GPS coordinate verification.</p> <p>Analysis tools - Standard and Ad hoc reporting capabilities built into Web Crash. Provided other State agency personnel w/access to crash dbase via Citrix.</p>		
<b>Problems</b>	<p>Data Collection - More of a "challenge is getting all law enforcement on board. To date, we have all Vermont State Police and 62 of the 65 local law enforcement agencies using web crash.</p> <p>Interfaces - After much work by the consultant and DPS IT staff, the powers at DPS decided to discontinue the Spillman interface work.</p> <p>Analysis Tools - Encouraging law enforcement to use the reporting tools. The data available for Web Crash users only trend back to the date they started entering electronically. Paper based agencies do not have access to the reporting tools.</p>		
<b>Plans</b>	<p>Data Collection - Complete current contract deliverables: VIN lookup implementation plan, Crash Diagramming tool implementation plan, revise LRS tool, software changes due to modifications, and IT Training on system components. VT will be submitting a request to the 2012 legislature for a statute that requires law enforcement to submit crash reports electronically.</p> <p>Interfaces - Complete Middlebury interface in FFYr11. Interface w/EMS SIREN project for EMS and hospital run information. eCitation project is in its infant stage in Vermont. Interfacing to eCrash (Web Crash) is an activity of the eCitation project. (eCitation work is a few years down the road.)</p> <p>Analysis tools - Continue to provide for special reports as requested by law enforcement and data and/or software programming issues/changes.</p> <p>Working towards a web query tool to provide for public access to crash data and access to all law enforcement agencies so trending analyses can be performed. This tool to be addressed in a new project title for FFYr12: "End User Crash Data Query Tool.</p>		
<b>Comments</b>	<p>This project has absorbed the previously named "Crash Data Linkages to Other Sources project and the web based reporting features activities of the previously named "Analytical Reporting Capability. (The public web app query tool has been given its own project name, "End User Crash Data Query Tool, and is in the FFYr12 project list.)</p>		

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
07-01-2011	09-30-2011	10-01-2011	Mary Spicer
<b>Activity</b>	<p>Incorporated Uniform Crash Report form changes and made related changes to Web Crash and Vermont Crash System Group.</p> <p>Added new law enforcement agencies to the Web Crash Users Group</p> <p>Completed work on automatically populating Commercial Vehicle data fields in Web Crash.</p>		

<b>Problems</b>	Vermont has all but three local law enforcement agencies using the Vermont Web Crash to submit electronic motor vehicle crash reports. The 3 remaining police departments may need to be persuaded to use Web Crash. The challenge is to determine the best way to persuade these departments to begin using Web Crash (legislation, hardware, ...)
<b>Plans</b>	<p>Continue work on VIN verification at point of entry and use for automatically populating vehicle information.</p> <p>Continue discussions on building interfaces to reduce data reporting redundancies and disseminating crash data throughout the State of Vermont:          Burlington Police RMS          Vermont Department Of Health EMS system (Siren)          Vermont Department Of Public Safety E-Citation project          Vermont Department Of Public Safety Crime Mapping project</p> <p>Continue consultant training (Deep River LLC) of Vermont Agency of Transportation IT staff on VCSG and CDCI</p> <p>Continue research to determine the best crash scene diagramming tool for Web Crash</p> <p>Begin work to incorporate a map interface into Web Crash for identifying crash location</p>
<b>Comments</b>	None

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2011	12-31-2011	01-01-2012	Mary Spicer
<b>Activity</b>	<p>Completed work to make Perceived Race Data Mandatory on the UCR</p> <p>Compiled and posted crash counts to SHSP web page</p>		
<b>Problems</b>	<p>Vermont has all but three local law enforcement agencies using the Vermont Web Crash to submit electronic motor vehicle crash reports. The 3 remaining police departments may need to be persuaded to use Web Crash. The challenge is to determine the best way to persuade these departments to begin using Web Crash (legislation, hardware, ...)</p>		

*Continue work on VIN verification at point of entry and use for automatically populating vehicle information.*

*Continue discussions on building interfaces to reduce data reporting redundancies and disseminating crash data throughout the State of Vermont:*

*Burlington Police RMS*

*Middlebury Police Department*

*VTRANS Highway Safety Staff: layer crash data over safety project information*

*Vermont Department Of Health EMS system (Siren)*

*Vermont Department Of Public Safety E-Citation project*

*Vermont Department Of Public Safety Crime Mapping project*

**Plans** *Continue consultant training (Deep River LLC) of Vermont Agency of Transportation IT staff on VCSG and CDCI*

*Continue research to determine the best crash scene diagramming tool for Web Crash*

*Continue work to incorporate a map interface into Web Crash for identifying crash location*

*Evaluate new LRS VCSG wizard developed by consultant*

*Summarize Standard Report changes in VCSG and provide to vendor for estimate and final work*



<b>Comments</b>			
<b><u>Report Start</u></b>	<b><u>Report End</u></b>	<b><u>Report Date</u></b>	<b><u>Provided By</u></b>
01-01-2012	03-31-2012	04-01-2012	Mary Spicer
<b>Activity</b>	<p>Completed interface to Middlebury Police Department RMS (IMC) to submit crash data electronically to VAOT</p> <p>Completed consultant training (Deep River LLC) of Vermont Agency of Transportation IT staff on VCSG and CDCI</p> <p>Completed new LRS VCSG wizard</p> <p>Completed summary of Standard Report changes in VCSG and provide to vendor for estimate and final work</p>		
<b>Problems</b>	<p>Vermont has all but three local law enforcement agencies using the Vermont Web Crash to submit electronic motor vehicle crash reports. The 3 remaining police departments may need to be persuaded to use Web Crash. The challenge is to determine the best way to persuade these departments to begin using Web Crash (legislation, hardware, ...)</p>		
<b>Plans</b>	<p>Continue work on VIN verification at point of entry and use for automatically populating vehicle information.</p> <p>Continue discussions on building interfaces to reduce data reporting redundancies and disseminating crash data throughout the State of Vermont:</p> <ul style="list-style-type: none"> <li>Burlington Police RMS</li> <li>VTRANS Highway Safety Staff: layer crash data over safety project information</li> <li>Vermont Department Of Health EMS system (Siren)</li> <li>Vermont Department Of Public Safety E-Citation project</li> <li>Vermont Department Of Public Safety Crime Mapping project</li> </ul> <p>Continue research to determine the best crash scene diagramming tool for Web Crash</p> <p>Continue work to incorporate a map interface into Web Crash for identifying crash location</p>		
<b>Comments</b>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
04-01-2012	06-30-2012	07-01-2012	Mary Spicer
			<p><i>E-Citation: Reviewed consultants LE Needs and Expansion of System reports. Provided comments to DPS Project Manager.</i></p> <p><i>Participated in the 2012 Traffic Records Assessment (May 2012).</i></p> <p><i>Crash data count updates posted to SHSP web page: Opening page Fatalities and Fatal Crash counts updated as information comes in. Data charts updated quarterly.</i></p> <p><b>Activity</b> <i>Middlebury PD interface is done and functioning. Reports being exported from their IMC/TriTech system to Web Crash.</i></p> <p><i>Map creator tool for LE within Web Crash: Reviewed beta and provided feedback.</i></p>
			<p><b>Problems</b> <i>Vermont has all but three local law enforcement agencies using the Vermont Web Crash to submit electronic motor vehicle crash reports. The 3 remaining police departments may need to be persuaded to use Web Crash. The challenge is to determine the best way to persuade these departments to begin using Web Crash (legislation, hardware, ...)</i></p>
			<p><b>Plans</b> <i>VTrans Highway Safety staff: layer crash data over safety project information as well as analyses for before/after crash reduction.</i></p> <p><i>DPS, Crime Mapping System: layer crash data over crime data.</i></p> <p><i>VTrans Training Center will be incorporating crash stats into their Defensive Driving class.</i></p> <p><i>Assisting GHS office w/data tables and charts to support various report due dates and initiatives.</i></p> <p><i>Web Crash will export crash data that Spillman can accept. The interface will be built this way because Web Crash has 100% of the Uniform Crash Report form data items, and Spillman only 50% (to the best of my knowledge to-date). According to the Crash project consultant, we should be able to pick up where we left off: Original reports export test was successful. We will pick up with export test of updated reports.</i></p> <p><i>Summarized Crash standard reports: We have identified some standard reports needing updating and some new reports needed. Consultant working on the updates.</i></p> <p><i>Burlington PD interface: Awaiting BPD's contact for readiness to address crash data. We had expected contact in May, but believe they are dealing issues with their new CAD/RMS system.</i></p> <p><i>VIN and Driver information: Working w/DMV and DPS IT. Looks like we may be able to set up a virtual LAN at VTRans and have access via message switch at DPS.</i></p> <p><i>The crash project consultant is working on a Map Creator tool for the Ad-hoc reporting module</i></p>
			<p><b>Comments</b> <i>Crash Data Improvement Program (CDIP) review postponed due to workload issues. Awaiting new date options from NHTSA.</i></p>
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
07-01-2012	09-30-2012	10-01-2012	Mary Spicer

*Completed work on Map Creator tool for the Ad-hoc reporting module*

*Completed updates to Standard Reports and Ad-hoc reporting tool in VCSG*

**Activity** *Provided GHS office w/data table updates for their Highway Safety Plan for NHTSA*

*Put out an RFI for the Crash Diagram Tool.*

*Completed the Law Enforcement Web Crash Mapping Query Tool*

<b>Problems</b>	Vermont has all but four local law enforcement agencies using the Vermont Web Crash to submit electronic motor vehicle crash reports. The 4 remaining police departments may need to be persuaded to use Web Crash. The challenge is to determine the best way to persuade these departments to begin using Web Crash (legislation, hardware, ...)
<b>Plans</b>	<p>Planning for Crash Data Improvement Program (CDIP) review for October 2-4, 2012</p> <p>Continuing research on mapping crime and crash data.</p> <p>Burlington PD interface: Awaiting BPD's contact for readiness to address crash data. We had expected contact in May, but believe they are dealing issues with their new CAD/RMS system.</p> <p>Continuing work on registration and Driver information interface w/DMV and DPS IT. Appears access via message switch at DPS is possible.</p> <p>Scheduling a conference call with the University of Connecticut (UCONN) to discuss how UCONN built the Connecticut Crash Data Query Tool</p> <p>Developing an end user training manual for the Law Enforcement Crash Mapping Query Tool</p>
<b>Comments</b>	

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2012	12-31-2012	01-01-2013	Mary Spicer
<b>Activity</b>	<p>Completed Crash Data Improvement Program (CDIP) review</p> <p>Held conference call with the University of Connecticut (UCONN) to discuss how UCONN built the Connecticut Crash Data Query Tool</p> <p>SHSP/VHSA Data Team developed draft SOW for Web Query Tool</p>		
<b>Problems</b>	<p>Vermont has all but four local law enforcement agencies using the Vermont Web Crash to submit electronic motor vehicle crash reports. The 4 remaining police departments may need to be persuaded to use Web Crash. The challenge is to determine the best way to persuade these departments to begin using Web Crash (legislation, hardware, ...)</p>		
<b>Plans</b>	<p>Continuing work on registration and Driver information interface w/DMV and DPS IT.</p> <p>Continuing research on mapping crime and crash data</p> <p>Continuing work on an end user training manual for the Law Enforcement Crash Mapping Query Tool</p> <p>Continuing work on the Spillman RMS interface to Web Crash</p> <p>Continuing work on the Burlington PD Valcour RMS interface to Web Crash</p> <p>Continue research on a Crash Diagramming tool for Web Crash</p>		
<b>Comments</b>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
01-01-2013	05-31-2013	06-13-2013	Mary Spicer

<b>Activity</b>	<p>Regional Safety Forum: Presented at the April 17th (#2, Lamoille and Washington Counties) and preparing for the May 29th (#3, Addison and Rutland Counties) forum.</p> <p>Included monthly fatality count reporting to NSC .</p> <p>E-Citation: RFP advertised and DPS PM received questions. PM requested I review the questions and provide response by May 15, 2013.</p> <p>Web Crash Training, Police Academy: Mandy participated in a successful training session at the Academy.</p> <p>Diagramming Tool: Bob has submitted an RFI and received some information.</p> <p>Testing Deep River (DR) put in place possible solution for SAVE issue</p>
<b>Problems</b>	<p>Auto Population tool (separate project under 408): Awaiting approval.</p> <p>Only two PDs not using Web Crash: Montpelier and Bristol. Word is that Montpelier will move to BPD's Valcour CAD/RMS. Not sure if this means Montpelier will use the Web Crash link, but I will follow up w/Chief Facos to confirm.</p>
<b>Plans</b>	<p>Responding to requests for crash data: LE, locals, public.</p> <p>Working w/data users and VTrans IT to establish a public web app query tool. (Separate project, partially funded w/408 money.) Bids received and the financials are currently under review by VTrans Audit Section. Once Audit blesses, the review team can evaluate the proposals.</p> <p>Spillman interface-- Awaiting information from DPS.</p> <p>Montpelier PD -- Confirm use of Web Crash via Valcour.</p> <p>Burlington PD interface—Ongoing work w/BPD and consultant, Crosswind.</p> <p>Integrate diagramming tool w/Web Crash.</p> <p>Build virtual LAN at VTrans to access vehicle and operator data via DPS message switch.</p> <p>Assure all documentation is completed.</p> <p>Contract PS0029, amendment #2: Standard monthly maintenance. Unanticipated maintenance needs.</p> <p>Contract PS0029, proposed amendment #3:</p>
<b>Comments</b>	

### Linked Items

Type	Label	Name
Deficiency / Objective	VT-D-00001	VT-D-00001 - Crash - Timeliness
Deficiency / Objective	VT-D-00002	VT-D-00002 - Crash - Accuracy
Deficiency / Objective	VT-D-00003	VT-D-00003 - Crash - Uniformity
Deficiency / Objective	VT-D-00004	VT-D-00004 - Crash - Completeness

### Linked Items

Type	Label	Name
Deficiency / Objective	VT-D-00005	VT-D-00005 - Crash - Accessibility
Performance Measure	C-C-02	CrashCompleteness
Performance Measure	VT_PM06	VT_PM06 - Crash / Accuracy
Performance Measure	VT_PM09	VT_PM09 - Crash / Completeness
Performance Measure	VT_PM101	VT_PM101 - Crash / Timeliness

## VT-P-00004 - AOT Project Manager/Traffic Records Coordinator

**Priority:** 1

**Last Updated:** 12-JUN-2013

**Revision Date:** 12-JUN-2013

**Status:** Active

**Lead Agency:** Agency of Transportation

**Partners:** Highway Safety, Department of Public Safety, Department of Motor Vehicles.

**Website:**

#### *Project Director*

Name: **Ms. Mary Spicer**

Title: AOT Manager I

Agency: Vermont Agency of Transportation

Office: PPAID Policy, Planning and Intermodal Development

Address: 1 National Life Building, Drawer 33

City, Zip: Montpelier 05633

Phone: (802) 828-2681

Email: mary.spicer@state.vt.us

**Project Description:** The volume of work associated with the rapid pace of traffic records improvement projects in Vermont is severely taxing the participant agency staffs. This project would provide project management, tracking and analysis of milestones and measures.

#### Project Purpose:

The person in this position provides IT guidance on statewide Traffic Records IT projects and advises not only the Vermont Traffic Records Coordinating Committee (TRCC) but also the Vermont Highway Safety Alliance (VHSA) member agencies of emerging technologies and best practices. The TR IT Coordinator assists with troubleshooting IT issues, shares emerging technologies, researches national data standards and/or recommendations, assures all agencies have the same access to

technology solutions, advises on research and tools, assures proven technology can be used and encourages agencies to share source code. We wish to continue this position per NHTSA recommendation that PMPs be involved in Statewide IT projects.

### **Milestones**

<b>Milestone Description</b>	<b>Target Date</b>	<b>Actual Date</b>	<b>Status</b>
Circulate and obtain all Executive's signatures on the TRCC Charter.	01-01-2012	01-01-2012	Completed
Review and provide comment on E-Citation Business Plan	10-01-2012	12-31-2012	Completed
Review and provide guidance on E-Citation Implementation	09-30-2014		On Schedule

### **Core System and Performance Area**

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	X	X	X	X	X	X
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

### **Budgets**

<b>Budget Source - 2013</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2014</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$120,728.00

<b>Budget Source - 2015</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2016</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2017</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2018</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

## Activity Report

<b><u>Report Start</u></b>	<b><u>Report End</u></b>	<b><u>Report Date</u></b>	<b><u>Provided By</u></b>
06-07-2011	06-07-2011	06-07-2011	Mary Spicer
<b>Activity</b>	<p>Department of Information and Innovation (DII) expert IT guidance provided on all Traffic Records projects and activities. (Crash, eCitation, mobile, Software tools, web services, auto population technologies, etc.)</p> <p>IT guidance provided in the area of statewide standards and research for efficient technology tools for all State agency projects related to Traffic Records.</p> <p>Encouraged State agencies to share technologies and lessons learned.</p> <p>Oversee project progress and assure following state mandated standards.</p>		
<b>Problems</b>	None encountered.		
<b>Plans</b>	Continue with project in order to have expert and unbiased guidance on improving technologies for all statewide Traffic Records projects. Includes data field auto population, training tools, and standards related to Crash, EMS, eCitation and eMobile activities.		
<b>Comments</b>	This position has been, and continues to be, a valuable link in the planning and implementation of Traffic Records projects. Technologies have been shared between the State agencies (and local police departments) and has likely saved the state money from "reinventing the wheel."		

<b><u>Report Start</u></b>	<b><u>Report End</u></b>	<b><u>Report Date</u></b>	<b><u>Provided By</u></b>
07-01-2011	09-30-2011	10-01-2011	Mary Spicer
<b>Activity</b>	<p>Provided DPS with proposed eCitation Business Plan Consultant contract acceptance measures and recommended deliverables be reviewed by stakeholders (courts, DPS, DMV, VTrans) as opposed to a review just by DPS.</p> <p>Recommended language for performance based contracting and provided language to include TRCC stakeholders to work w/DPS.</p> <p>Met w/ VTrans AG Dunleavy to provide him w/ project update and DPS legal contact for eCitation contract. Outlined contact and anticipated next steps.</p> <p>Met w/ Mary Spicer and IT leadership to review NCIB's VIN Assist license agreement. Suggested language addition to document and awaiting NCIB's response.</p> <p>Attended and participated in a DPS Crime Mapping meetings for a project to map crashes on crime mapping base map.</p>		
<b>Problems</b>			



	<p><i>Working as Co-chair of the TRCC w/Lt. Flannigan</i></p> <p><i>Contunue to provide DII Supervisor updated e-Citation information.</i></p> <p><i>Continued to provide input to DPS for their eCitation contract for a business process review for e-citation.</i></p> <p><i>Continue to investigate the possible use of NCIB's VIN Assist for Web Crash.</i></p> <p><i>Continue to provide IT guidance on web app query tool research</i></p> <p><i>Investigating the ability to link EMS run data with crash data</i></p> <p><b>Plans</b></p> <p><i>Supporting DPS in the use of ADFS authorization system</i></p> <p><i>Continue offering IT guidance on all Traffic Records projects, specifically CDCI and e-Citation</i></p> <p><i>Review Crash Project Mgr's research on diagramming tool costs</i></p> <p><i>Review Crash Project Mgr's decision on VIN lookup options.</i></p> <p><i>Maintain IT guidance and DII oversight on Middlebury interface project.</i></p> <p><i>Work with VTrans IT staff and provide expert review of final documentation required of CDCI consultant.</i></p>
<b>Comments</b>	

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2011	12-31-2011	01-01-2012	Mary Spicer
<b>Activity</b>	<p><i>Circulated and obtained all Executive signatures on the TRCC Charter. Took the opportunity to advise of TRCC projects and ongoing need for Executive support for State TR projects.</i></p> <p><i>VIN Assist, NCIB: worked w/ VTrans vendor to research and evaluate NCIB tool. Findings indicated use of VIN Assist directly for Web Crash is not viable as data returned is in an "ancient" format.</i></p> <p><i>Attended e-Citation/Ticket fact finding meetings (Traffic Court and Hartford PD) with consultant and DPS staff.</i></p>		
<b>Problems</b>			

*Continue working as Co-chair of the TRCC w/Lt. Flannigan*

*Continued to provide input to DPS for their eCitation contract*

*Review Crash Project Mgr's decision on VIN lookup options  
Work w/DPS regarding use of message switch.  
Review possible tool from NISR.*

*Maintain IT guidance and oversight on all State Traffic Records projects.*

*Continue to provide IT guidance on web app query tool research*

**Plans** *Continue supporting DPS in the use of ADFS authorization system*

*Continue offering IT guidance on all Traffic Records projects, specifically CDCI and e-Citation*

*Review Crash Project Mgr's research on diagramming tool costs*

*Review Crash Project Mgr's decision on VIN lookup options.*

*Maintain IT guidance and DII oversight on Middlebury interface project.*

*Work with VTrans IT staff and provide expert review of final documentation required of CDCI consultant.*

<b>Comments</b>
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<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
01-01-2012	03-31-2012	04-01-2012	Mary Spicer
<b>Activity</b>	<i>Assisted completing E-Citation Business Plan Consultant contract</i>		
<b>Problems</b>			
<b>Plans</b>	<p><i>Continue working as Co-chair of the TRCC with Ann Liske</i></p> <p><i>Continued to provide input to DPS for their eCitation contract</i></p> <p><i>Review Crash Project Mgr's decision on VIN lookup options</i>  <i>Work w/DPS regarding use of message switch.</i>  <i>Review possible tool from NISR.</i></p> <p><i>Maintain IT guidance and oversight on all State Traffic Records projects.</i></p> <p><i>Continue to provide IT guidance on web app query tool research</i></p> <p><i>Continue supporting DPS in the use of ADFS authorization system</i></p> <p><i>Continue offering IT guidance on all Traffic Records projects, specifically CDCI and e-Citation</i></p> <p><i>Review Crash Project Mgr's research on diagramming tool costs</i></p> <p><i>Review Crash Project Mgr's decision on VIN lookup options.</i></p> <p><i>Maintain IT guidance and DII oversight on Middlebury interface project.</i></p> <p><i>Work with VTrans IT staff and provide expert review of final documentation required of CDCI consultant.</i></p> <p><i>Provide support for the onsite NHTSA Assessment scheduled for May 2012</i></p>		
<b>Comments</b>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
04-01-2012	06-30-2012	07-01-2012	Mary Spicer
<b>Activity</b>	<p><i>Reviewed measure from VDH to be used for inclusion in the FFYr13 408 grant application. Application delivered to DPS.</i></p> <p><i>Assisted in interviewee contacts and participated in the 2012 Traffic Records Assessment.</i></p> <p><i>Reviewed and commented on two E-Citation reports by URL (e-Citation consultant): Expansions to Systems and LE needs review</i></p>		
<b>Problems</b>			

<b>Plans</b>	<p>Continue working as Co-chair of the TRCC with Ann Liske</p> <p>Continued to provide input to DPS for their eCitation contract</p> <p>Review Crash Project Mgr's decision on VIN lookup options Work w/DPS regarding use of message switch.</p> <p>Continue to provide IT guidance on web app query tool research</p> <p>Continue supporting DPS in the use of ADFS authorization system</p> <p>Continue offering IT guidance on all Traffic Records projects, specifically CDCI and e-Citation</p> <p>Review Crash Project Mgr's research on diagramming tool costs</p> <p>Review Crash Project Mgr's decision on VIN lookup options.</p>
<b>Comments</b>	

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
07-01-2012	09-30-2012	10-01-2012	Bob Thigpen
<b>Activity</b>	<p>Participated in weekly e-Citation vendor status report conference calls.</p> <p>Master Business Plan: Recommended acceptance of MBP by TRCC.</p> <p>Released RFI for drawing tools</p> <p>Attended conference call w/UCONN Engineer involved in Connecticut's public query tool project.</p>		
<b>Problems</b>			
<b>Plans</b>	<p>Continued w/training TRCC co-Chair related to grant review, meetings, and consultant contract.</p> <p>Continue working w/VDH on NEMSIS compliance.</p> <p>Continue support to DPS Project Manager.</p> <p>Continue work on auto population of Web Crash w/ driver and license information via the DPS message switch</p> <p>Continue research on NetMotion for possible use w/Web Crash</p> <p>Providing IT guidance and valuable feedback for upcoming design and SOW for the web app query tool.</p> <p>Continuing work with FMCSA and with DMV Enforcement to qualify for the SaDiP FMCSA grant</p> <p>Continue discussions w/BPD to resolve Valcour users' access to Web Crash</p> <p>Providing guidance on all Traffic Records projects, currently involving CDCI, SIREN interface, and e-Citation</p>		
<b>Comments</b>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2012	12-31-2012	01-01-2013	Bob Thigpen

*Attended October 16, 2012 project presentation/status report by URL for State agency Executives.*

*Worked w/DMV CVE and FMCCSA to understand requirements for SaDIP grant*

*Reviewed grant opportunity for GHSP per Anne Liske's request*

*Provided introductory review for e-Citation meeting*

*Participated in weekly e-Citation vendor status report conference calls*

*Met w/DII and DPS to work on value proposition for e-Citation*

**Activity** *Provided additional information to project management office on legal changes needed to move ahead w/e-Citation*

*Worked w/ VTrans IT to restore access to consultant*

*Assisted in trouble shooting a security certificate issue at DPS*

*Attended meeting w/VTrans and DPS IT staff and Project Managers to discuss Spillman interface options*

**Problems**

*Continued assisting TRCC co-Chair related to grant review, meetings, and consultant contract.*

*Providing ongoing support to DPS Project Manager*

*Working on project plan for auto populating Web Crash form w/ driver and license information via the DPS message switch*

*Reviewing and distributing technical information on the Messenger product from CPI*

**Plans** *Providing ongoing IT guidance and valuable feedback for upcoming design and SOW for the web app query tool*

*Continue discussions w/BPD to resolve Valcour users' access to Web Crash*

*Providing IT guidance on all Traffic Records projects, currently involving CDCI, SIREN interface, and e-Citation*

*Continue participation in the e-Citation project at DPS*

*Maintaining IT guidance and DII oversight on all State Traffic Records projects*

**Comments**

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
01-01-2013	05-31-2013	06-01-2013	Bob Thigpen

	<p><i>TRCC co-Chair: Continued assistance with tasks related to grant review, meetings, and consultant contract</i></p> <p><i>Reviewed TRCC meeting minutes and suggested return to issuing minutes to members for comment before they are labeled final</i></p> <p><i>Attended Northeast Transportation Safety Conference</i></p> <p><i>Lobbied to release RFP. Released April 16th 2013</i></p> <p><i>Attended eCitation meetings. LE reported problems w./scanning the VT licenses</i></p> <p><i>Assisted in troubleshooting Web Crash "SAVE" issue. Encouraged VTrans IT to send trace file created by vendor to MS for help. Worked with vendor to recreate the error message</i></p> <p><i>Reviewed VTrans IT cost estimates for Crash backup/test server</i></p> <p><b>Activity</b> <i>Provided lifecycle and business plan information for Crash contract PS0029 amendment #3 upon DII request</i></p> <p><i>Suggested VTrans vendor share Crash source code with BPD vendor</i></p> <p><i>BPD indicated they "went live" on May 8, 2013. This included link to Web Crash, but there are still issues w/errors and/or data mapping to Web Crash. I will be calling BPD for update</i></p> <p><i>Forwarded a brief status report on Valcour to DPS. Valcour interface to Web Crash exists</i></p> <p><i>Participated in conference call w/DPS IT to discuss Spillman interface</i></p> <p><i>Recommended to DPS IT feedback on interface to Web Crash</i></p> <p><i>Answered vendor questions related to the public crash data query tool</i></p>
	<p><b>Problems</b></p>
	<p><i>Continue oversight of the BPD interface.</i></p> <p><i>Ongoing IT guidance on all Traffic Records projects, currently involving CDCI, SIREN interface, and e-Citation.</i></p> <p><i>Auto population via DPS message switch: Will assist with the logistics of getting tool installed at DPS.</i></p> <p><b>Plans</b> <i>Continue participation in the e-Citation project at DPS.</i></p> <p><i>Maintain IT guidance and DII oversight on all State Traffic Records projects.</i></p> <p><i>Work with VTrans IT staff and provide expert review of final documentation required of CDCI consultant.</i></p> <p><i>Continue participation in VHSA Data Team. Member of query tool vendor review team.</i></p>
	<p><b>Comments</b></p>

## Linked Items

Type	Label	Name
Deficiency / Objective	VT-D-00002	VT-D-00002 - Crash - Accuracy
Deficiency / Objective	VT-D-00012	VT-D-00012 - Roadway - Uniformity
Deficiency / Objective	VT-D-00014	VT-D-00014 - Roadway - Completeness
Deficiency / Objective	VT-D-00017	VT-D-00017 - Citation / Adjudication - Accuracy
Performance Measure	C-A-02	CrashAccuracy
Performance Measure	C-C-02	CrashCompleteness
Performance Measure	C-X-01	CrashAccessibility
Performance Measure	CA-C-01	CitationCompleteness
Performance Measure	VT_PM09	VT_PM09 - Crash / Completeness

## VT-P-00019 - DPS Traffic Records Support

**Priority:** 1

**Last Updated:** 12-JUN-2013

**Revision Date:** 12-JUN-2013

**Status:** Active

**Lead Agency:** Vermont Department of Public Safety

**Partners:** Agency of Transportation (VTrans)

**Website:**

### Project Director

Name: **Mr. Gary Nowak**

Title: IT Technician II / Project Specialist

Agency: Vermont Department of Public Safety

Office: IT (Information Technology)

Address: 103 South Main Street

City, Zip: Waterbury 05671-2101

Phone: (802) 241-5245

Email: gnowak@dps.state.vt.us

**Project Description:** The Department of Public Safety (DPS) full-time position for Support of Traffic Records provides staffing for traffic records improvement and data integration in the VT Law Enforcement community specific to the development of the E-citation project. This position serves as a liaison with DPS IT to resolve law enforcement user access issues including account changes and setup of security credentials for over 1000 Spillman users of WebCrash. During FY2014, the work will continue the first phase of the implementation with the identified vendor. This position

will support that contractor in all aspects of the first phase of the implementation including key activities as follows: gather and disseminate vendor responses; serve as team member and scheduler of interagency work group to insure the needs of the stakeholders are met in every project phase; determine standard mounting, placement, power requirements for several cruiser model types (over 300 vehicles and more than 30 agencies); evaluating law enforcement peripherals –printers and scanners; arranging for the installation of all peripheral equipment with law enforcement agencies; coordinate and participate in user acceptance testing; provide input to training manuals and frequently asked questions; and serve as a the DPS project representative to the TRCC.

### **Milestones**

<b>Milestone Description</b>	<b>Target Date</b>	<b>Actual Date</b>	<b>Status</b>
Select a vendor for the eCitation Business Plan Consultant	10-01-2011	07-18-2011	Completed
eCitation Business Plan Consultant Contract award	01-02-2012	12-15-2011	Completed
Complete eCitation Business Plan contract	12-31-2012	01-31-2013	Completed
Award eCitation RFP contract	09-30-2013		On Schedule

### **Core System and Performance Area**

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash		X	X			
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication		X	X			
Vehicle Registration						

### **Budgets**

<b>Budget Source - 2013</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2014</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$70,000.00

<b>Budget Source - 2015</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2016</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00



<b>Budget Source - 2017</b>	<b>Total Budget</b>
<i>NHTSA Section 408 Funds</i>	<i>\$0.00</i>

<b>Budget Source - 2018</b>	<b>Total Budget</b>
<i>NHTSA Section 408 Funds</i>	<i>\$0.00</i>

## Activity Report

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-08-2011	06-08-2011	06-08-2011	Gary Nowak
<b>Activity</b>	<p>Selected a vendor for TRCC Consultant through RFP process. Produced a contract of work for Vendor Deep River, LLC for traffic records improvement plans.</p> <p>Researched and developed an RFP for eCitation Business Plan Consultant. Use the BAFO process to focus Vendor Bid Specs to meet cost and project scope.</p> <p>Continue to provide troubleshooting support to resolve Crash user problems</p> <p>Increased expertise on mobile computing platform hardware and software</p>		
<b>Problems</b>	Working with TRCC stakeholders to establish the eCitation system legislative support and any required supportive legislation		
<b>Plans</b>	Work with the eCitation Business Plan Consultant to develop a plan that will serve all TRCC stakeholders		
<b>Comments</b>	Coordinates the delivery of specialized technical resources for high level problem resolution.		

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
07-01-2011	09-30-2011	10-01-2011	Gary Nowak
<b>Activity</b>	<p>Selected a vendor for eCitation Business Plan Consultant contract using RFP/BAFO process. Vermont has a valid contract to complete this work.</p> <p>Produced a contract of work for eCitation Business Plan contract</p> <p>Increased expertise on mobile computing platform hardware and software</p>		
<b>Problems</b>	<p>eCitation Business Plan Consultant contract still in legal review process by State's Attorney General Office.</p> <p>Proposed legislative changes were reviewed by DPS attorney but will not be submitted to Governor's Office for review until next legislative session (3rd quarter 2012).</p>		
<b>Plans</b>	<p>Continue to provide troubleshooting support to resolve Crash user problems</p> <p>Work with the DPS Attorney to review proposed legislative changes. Provide legislative changes to the governor by 3rd quarter 2012.</p> <p>Developing a Charter for the eCitation Business Plan project</p> <p>Working with all stake holders (DPS, AOT, Courts, DMV, Police) involved with the eCitation to identify requirements for future eCitation system (including hardware)</p> <p>Investigating Bias-Free Policing to determine "Best Practices" for Vermont</p>		
<b>Comments</b>	Contract business process review was delayed due to Hurricane Irene severely damaging the State Office Complex in Waterbury, VT. By executive order of the governor, state employees worked on flood relief for over a month before resuming normal office activities.		

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2011	12-31-2011	01-01-2012	Gary Nowak
<b>Activity</b>	Awarded URL Integration Vermont E-Citation Business Plan contract		
<b>Problems</b>	Proposed legislative changes were reviewed by DPS attorney but will not be submitted to Governor's Office for review until next legislative session (3rd quarter 2012).		
<b>Plans</b>	Work with URL Integration Consultant to develop a E-Citation Business Plan that will serve all TRCC stakeholders		
<b>Comments</b>	Continue to provide troubleshooting support to resolve Crash user problems		

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
01-01-2012	03-31-2012	04-01-2012	Gary Nowak
<b>Activity</b>	Completed on-site interviews with stake holders for the E-Citation Business Plan project		
	URL Integration will be delivering the National Survey Report by April 13th.		
	The E-Citation and Crash DUI Report should be available by April 24th		
<b>Problems</b>			
<b>Plans</b>	Continue working with URL Integration Consultant to develop a E-Citation Business Plan that will serve all TRCC stakeholders		
<b>Comments</b>	Continue to provide troubleshooting support to resolve Crash user problems		

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
04-01-2012	09-30-2012	10-01-2012	Gary Nowak
<b>Activity</b>	Received and processed all TRCC Consultant Bids for new contract.		
	Worked with TRCC to select Consultant		
	Provided feedback on the final draft of the Expansion of Systems and Feasibility Report to URL		
	Reviewed draft outline of the Master eCitation Business Plan		
	Reviewed updated version of the project plan delivered by URL		
	Reviewed second quarterly report delivered by URL		
	Processed contract amendment to extend contract between Vermont and URL through the end of the calendar year		
	Modified approval process timeline for the Master eCitation Business Plan		
<b>Problems</b>	DPS lost a position and these additional responsibilities have increased the workload		

<b>Plans</b>	<p>Continue re-setting login and passwords for local law enforcement officers and dispatchers who have forgot their login and password</p> <p>Continue work on Master eCitation Business Plan</p> <p>Provide feedback to URL from TRCC and Executive Stakeholders for the Master eCitations Business Plan</p> <p>Finalize Master eCitations Business Plan</p> <p>Present Master eCitations Business Plan to Executive Sponsors on October 16, 2012 at 8:00am</p> <p>Meet with Vermont RFP subject experts and begin drafting RFP</p>
<b>Comments</b>	

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2012	12-31-2012	01-01-2013	Gary Nowak
<b>Activity</b>	<p>Presented Master eCitations Business Plan to the Executive Stakeholders on October 16, 2012</p> <p>Held meeting between URL, the Vermont eCitations project team, and the Vermont Procurement Office to discuss the Vermont RFP process</p> <p>Reviewed RFP template provided by URL to assist in the drafting of the RFP</p> <p>Reviewed draft RFP and provided feedback to URL</p> <p>Reviewed draft Value Proposition and provided feedback to URL</p>		
<b>Problems</b>			
<b>Plans</b>	<p>Finalize Value Proposition and RFP Bid Specifications</p> <p>Submit RFP to DII for review process</p> <p>Review / select Vendors for RFI eTicket Product demonstration</p> <p>Review / select certain vendors for POC (Proof Of Concept) demonstration in police cars</p>		
<b>Comments</b>			

### Linked Items

<b>Type</b>	<b>Label</b>	<b>Name</b>
Deficiency / Objective	VT-D-00016	VT-D-00016 - Citation / Adjudication - Timeliness
Deficiency / Objective	VT-D-00017	VT-D-00017 - Citation / Adjudication - Accuracy
Deficiency / Objective	VT-D-00018	VT-D-00018 - Citation / Adjudication - Accessibility
Deficiency / Objective	VT-D-00019	VT-D-00019 - Citation / Adjudication - Integration
Performance Measure	CA-C-01	CitationCompleteness

### Linked Items

Type	Label	Name
Performance Measure	VT_PM09	VT_PM09 - Crash / Completeness

## VT-P-00102 - TRCC Consultant

**Priority:** 1

**Last Updated:** 12-JUN-2013

**Revision Date:** 12-JUN-2013

**Status:** Active

**Lead Agency:** Vermont Department of Public Safety

**Partners:** -

**Website:**

#### *Project Director*

Name: **Mr. Ted Minall**

Title: Chief Governor's Highway Safety Program

Agency: Vermont Department of Public Safety

Office:

Address: 103 South Main St

City, Zip: Waterbury

Phone: (617) 494-1735

Email: ted.minall@state.vt.us

**Project Description:** The Deep River LLC proposal for Traffic Records Improvement and the State Request for Proposal are incorporated in full by reference.

Deep River will provide the following deliverables:

- Coordinate monthly TRCC and TREC meetings
- Provide TRCC and TREC meeting agenda
- Monitor statewide data improvement program compliance
- Coordinate sharing safety data between the state agencies and state/local police
- Update the Vermont Traffic Records Improvement Strategic Plan for review and approval and submit to NHTSA
- Assist monitoring of the TRCC approved data improvement programs
- Assist project prioritization using expert understanding of Vermont Traffic Records
- Develop annual progress report of the state traffic safety information system improvement program to NHTSA
- Prepare the Section 405 grant application

- Provide support in applying for other Federal Grant Applications
- Provide support for Quarterly Reports
- Provide assistance with the Traffic Records Assessment Process

### **Milestones**

<b>Milestone Description</b>	<b>Target Date</b>	<b>Actual Date</b>	<b>Status</b>
Pre-site Assessment	01-20-2012	01-20-2012	Completed
Prepare Vermont Interim Progress Report	03-15-2012	04-01-2012	Completed
Plan and coordinate Traffic Records Assessment	05-14-2012	05-14-2012	Completed
Prepare SAFETEA-LU SECTION 408 GRANT for Vermont	06-15-2012	06-15-2012	Completed
Prepare 405c GRANT for Vermont	03-25-2013	03-25-2013	Completed
Prepare 405c GRANT for Vermont	07-01-2013		On Schedule

### **Core System and Performance Area**

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	X	X	X			
Driver License / History						
Injury Surveillance / EMS	X	X	X			
Roadway						
Citation / Adjudication						
Vehicle Registration						

### **Budgets**

<b>Budget Source - 2013</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$25,000.00

<b>Budget Source - 2014</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$36,864.00

<b>Budget Source - 2015</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2016</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2017</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2018</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

## Activity Report

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
05-01-2011	09-30-2011	10-01-2011	Dave Sistare
<b>Activity</b>	<p>Prepared 2011 Vermont Section 408 Grant Application</p> <p>Implemented 2011 Vermont Section 408 Grant Application into NHTSA TRIPRS</p> <p>Provided expert assistance prioritizing Vermont Traffic Records programs</p> <p>Coordinated bi-monthly TRCC meetings</p> <p>Provided TRCC meeting agenda, PowerPoint Presentation and Minutes</p>		
<b>Problems</b>	None		
<b>Plans</b>	<p>Continue to provide expert assistance to all Vermont Traffic Records programs</p> <p>Continue to assist monitoring approved data improvement programs</p> <p>Provide support for Quarterly Report submissions</p> <p>Manage all Vermont 408 information using NHTSA approved TRIPRS</p> <p>Coordinate TRCC meeting. Prepare meeting Agenda, PowerPoint Presentation and Minutes</p>		
<b>Comments</b>	None		

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2011	12-31-2011	01-01-2012	Dave Sistare
<b>Activity</b>	<p>Prepared 2011 Vermont Section 408 Grant Application</p> <p>Implemented 2011 Vermont Section 408 Grant Application into NHTSA TRIPRS</p> <p>Provided expert assistance prioritizing Vermont Traffic Records programs</p> <p>Coordinated bi-monthly TRCC meetings</p> <p>Provided TRCC meeting agenda and minutes</p>		
<b>Problems</b>	None		
<b>Plans</b>	<p>Continue to provide expert assistance to all Vermont Traffic Records programs</p> <p>Continue to assist monitoring approved data improvement programs</p> <p>Provide support for Quarterly Report submissions</p> <p>Manage all Vermont 408 information using NHTSA approved TRIPRS</p> <p>Coordinate TRCC meeting. Prepare meeting agenda and provide meeting minutes</p>		
<b>Comments</b>	None		

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
01-01-2012	03-31-2012	04-01-2012	Dave Sistare

<b>Activity</b>	<p>Prepared and submitted Vermont Interim Progress Report</p> <p>Prepared Traffic Records Assessment Questionnaires</p> <p>Identified team to represent Vermont at Traffic Records Assessment</p> <p>Coordinated monthly TRCC meetings</p> <p>Provided meeting agenda and minutes for TRCC meetings</p>
<b>Problems</b>	
<b>Plans</b>	<p>Continue to provide expert assistance to all Vermont Traffic Records programs</p> <p>Continue to assist monitoring approved data improvement programs</p> <p>Provide support for Quarterly Report submissions</p> <p>Manage all Vermont 408 information using NHTSA approved TRIPRS</p> <p>Coordinate TRCC meeting. Prepare meeting agenda and provide meeting minutes</p>
<b>Comments</b>	

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
04-01-2012	06-30-2012	07-01-2012	Dave Sistare
<b>Activity</b>	<p>Coordinated monthly TRCC meetings</p> <p>Provided meeting agenda and minutes for TRCC meetings</p> <p>Completed coordination of NHTSA Assessment in Burlington Vermont</p>		
<b>Problems</b>			
<b>Plans</b>	<p>Continue to provide expert assistance to all Vermont Traffic Records programs</p> <p>Continue to assist monitoring approved data improvement programs</p> <p>Provide support for Quarterly Report submissions</p> <p>Manage all Vermont 408 information using NHTSA approved TRIPRS</p> <p>Coordinate TRCC meeting. Prepare meeting agenda and provide meeting minutes</p> <p>Update Vermont Strategic Highway Safety Plan</p>		
<b>Comments</b>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
07-01-2012	09-30-2012	10-01-2012	Dave Sistare
<b>Activity</b>	<p>Coordinated TRCC meetings</p> <p>Provided meeting agenda and minutes for TRCC meetings</p>		
<b>Problems</b>			



	<p><i>Continue to provide expert assistance to all Vermont Traffic Records programs</i></p> <p><i>Continue to assist monitoring approved data improvement programs</i></p> <p><i>Provide support for Quarterly Report submissions</i></p> <p><b>Plans</b></p> <p><i>Manage all Vermont 408 information using NHTSA approved TRIPRS</i></p> <p><i>Coordinate TRCC meeting. Prepare meeting agenda and provide meeting minutes</i></p> <p><i>Continue work to update Vermont Traffic Records Strategic Plan</i></p>
<b>Comments</b>	

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2012	12-31-2012	01-01-2013	Dave Sistare
<b>Activity</b>	<p><i>Coordinate TRCC meetings</i></p> <p><i>Provided meeting agenda for TRCC meetings</i></p>		
<b>Problems</b>			
<b>Plans</b>	<p><i>Continue to provide expert assistance to all Vermont Traffic Records programs</i></p> <p><i>Continue to assist monitoring approved data improvement programs</i></p> <p><i>Provide support for Quarterly Report submissions</i></p> <p><i>Manage all Vermont 405c information using NHTSA approved TRIPRS</i></p> <p><i>Coordinate TRCC meeting. Prepare meeting agenda</i></p> <p><i>Continue work to update Vermont Traffic Records Strategic Plan</i></p>		
<b>Comments</b>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
01-01-2013	05-31-2013	06-01-2013	Dave Sistare
<b>Activity</b>	<p><i>Coordinated TRCC meetings</i></p> <p><i>Provided meeting agenda for TRCC meetings</i></p> <p><i>Prepared and submitted NHTSA 405 Application</i></p>		
<b>Problems</b>			
<b>Plans</b>	<p><i>Continue to provide expert assistance to all Vermont Traffic Records programs</i></p> <p><i>Continue to assist monitoring approved data improvement programs</i></p> <p><i>Provide support for Quarterly Report submissions</i></p> <p><i>Manage all Vermont 405c information using NHTSA approved TRIPRS</i></p> <p><i>Coordinate TRCC meeting. Prepare meeting agenda</i></p> <p><i>Prepare and submit NHTSA 405 Application</i></p>		
<b>Comments</b>			

### Linked Items

Type	Label	Name
Performance Measure	C-A-02	CrashAccuracy

## VT-P-00103 - End User Crash Data Query Tool

**Priority:** 1

**Last Updated:** 12-JUN-2013

**Revision Date:** 12-JUN-2013

**Status:** Active

**Lead Agency:** Vermont Agency of Transportation

**Partners:** -

**Website:**

#### *Project Director*

Name: **Ms. Mary Spicer**

Title: AOT Manager I

Agency: Vermont Agency of Transportation

Office: PPAID Policy, Planning and Intermodal Development

Address: 1 National Life Building, Drawer 33

City, Zip: Montpelier 05633

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**Project Description:** The goal of this project is to build a user friendly, interactive, online data query tool that can be used by the general public to access the non-personal motor vehicle crash data housed at the Vermont Agency of Transportation (VTrans). The tool will provide for simple filtering, sorting, and grouping on standard reports as well as an option for ad hoc report creation using a fixed set of parameters. Reports will be available via listings, tables, charts, and maps.

### Milestones

Milestone Description	Target Date	Actual Date	Status
Provide demonstration of developed technologies	11-15-2011	12-31-2011	Completed
Implement system for general VAOT use	01-01-2014		On Schedule

### Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						X
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

### Budgets

<b>Budget Source - 2013</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2014</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$35,000.00

<b>Budget Source - 2015</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2016</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2017</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2018</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

## Activity Report

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
07-01-2011	09-30-2011	10-01-2011	Mary Spicer
<b>Activity</b>	<p>Created an OLAP data processing engine to analyze all crashes in VCSG</p> <p>Created sample web reports based upon the GHSP reports</p> <p>Created Excel 2010 spreadsheets so that power users may be trained on and provided with the query and charting tools for the processing engine</p> <p>Created a data dictionary on the intranet for our users</p> <p>Created a data profiling tool to help identify inaccurate data</p>		
<b>Problems</b>	None		
<b>Plans</b>	<p>Prepare to demonstrate this technology to IT technical staff in November 2011.</p> <p>Investigate implementation strategies</p>		
<b>Comments</b>	None		

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2011	12-31-2011	01-01-2012	Mary Spicer
<b>Activity</b>	Demonstrated End User Crash Data Query Tool to staff in December 2011		
<b>Problems</b>	None		
<b>Plans</b>	<p>Continue work on End User Crash Data Query Tool and incorporate changes based on user feedback at demonstration</p> <p>Schedule meeting with SHSP data team after product release (February 2012)</p>		
<b>Comments</b>	None		

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
01-01-2012	03-31-2012	04-01-2012	Mary Spicer
<b>Activity</b>	End User Crash Data Query Tool was reviewed by the SHSP Data Team		
<b>Problems</b>			
<b>Plans</b>	<p>Continue work on End User Crash Data Query Tool and incorporate changes based on user feedback at demonstration</p> <p>Working on putting together an RFP for this tool</p>		
<b>Comments</b>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
04-01-2012	06-30-2012	07-01-2012	Mary Spicer
<b>Activity</b>	Incorporated changes based on user feedback at demonstration		
<b>Problems</b>	NHTSA rep indicated they would provide NE State contacts and SOW examples for us to review. Awaiting those contacts and documents. Once we get the examples, the team will work on a draft SOW.		
<b>Plans</b>	Continue to work on putting together an RFP for this tool		
<b>Comments</b>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
07-01-2012	09-30-2012	10-01-2012	Mary Spicer

<b>Activity</b>	<p>Met SHSP Data team on September 26, 2012 to discuss project.</p> <p>Held conference call w/ UCONN re: Connecticut's public query tool</p>
<b>Problems</b>	
<b>Plans</b>	<p>Plan to pull all comments together from SHSP meeting into one document and provide back to the team prior to the next meeting</p> <p>Attend next data team meeting: November 14, 2012. Agenda: SOW and discuss next step</p> <p>Get Rob Craver (IT) to provide IT language for SOW document</p> <p>Send out rough draft of SOW to Data Team</p> <p>Identify who will be in the "Contact Us" link for tool</p>
<b>Comments</b>	

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2012	12-31-2012	01-01-2013	Mary Spicer
<b>Activity</b>	Attended on November 14, 2012 and December 20, 2012 meetings		
<b>Problems</b>	Have VTrans IT look into standards requirements		
<b>Plans</b>	<p>Working on rough draft of SOW items for Data Team</p> <p>Identify who will be in the "Contact Us" link for tool</p>		
<b>Comments</b>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
01-01-2013	05-31-2013	06-01-2013	Mary Spicer
<b>Activity</b>	<p>Using VTrans' Simplified Bid process.</p> <p>Four vendors identified.</p> <p>Vendor questions received and responded to.</p> <p>Two vendors proposing: Proposals received May 10th and bid opening was May 13, 2013.</p>		
<b>Problems</b>	Await VTrans Audit review of financials.		
<b>Plans</b>	<p>Distribute Technical proposals to review team.</p> <p>Review based on evaluation grid.</p> <p>Schedule vendor evaluation team.</p> <p>Compare and discuss proposals.</p> <p>Identify vendor for the project.</p> <p>Obtain necessary approvals for vendor, if needed.</p> <p>Write up contract and distribute for signatures.</p> <p>Contract starts upon execution of contract.</p>		
<b>Comments</b>			

### Linked Items

Type	Label	Name
Deficiency / Objective	VT-D-00005	VT-D-00005 - Crash - Accessibility
Performance Measure	C-X-01	CrashAccessibility
Recommendation	VTTRA12017	Ensure broad user access to the web-based query tool currently being developed by the Vermont Agency of Transportation (VTrans). Build in sufficient tracking so that the system can automatically provi
Recommendation	VTTRA12026	Develop a web portal to provide access to crash data and the linked roadway features databases for VTrans staff, the Metropolitan Planning Organization, Regional Planning Commissions, and county/city

### VT-P-00104 - E-Citation - Business Plan Consultant

**Priority:** 1

**Last Updated:** 19-JUN-2013

**Revision Date:** 12-JUN-2013

**Status:** Completed

**Lead Agency:** Vermont Department of Public Safety

**Partners:** -

**Website:**

#### *Project Director*

Name: **Mr. Gary Nowak**

Title: IT Technician II / Project Specialist

Agency: Vermont Department of Public Safety

Office: IT (Information Technology)

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**Project Description:** The goal of this project is to hire a consultant or consulting firm to develop a statewide Electronic Citation (eCitation) business plan that would position the Vermont Department of Public Safety (DPS) to advance coordination and integration among traffic record information systems and their owners. The consultant services are requested for assisting the Office of Technology Services (OTS) in researching, designing, and implementing a new statewide traffic citation business plan. OTS is part of the Vermont Department of Public Safety.

**Project Purpose:** The scope of this project is to develop a statewide e-Citation business plan that could be adopted by the DPS. This business plan would allow Vermont law enforcement personnel, VT Agency of Transportation, Vermont Governor's Highway Safety Program, and Office of Technology Services to incorporate this business plan

with their existing plans, programs, and business processes, which require a collaborative planning process.

### Milestones

<i>Milestone Description</i>	<i>Target Date</i>	<i>Actual Date</i>	<i>Status</i>
Select a vendor for the eCitation Business Plan Consultant contract	10-01-2011	07-18-2011	Completed
eCitation Business Plan Consultant contract award	01-01-2012	12-15-2011	Completed
Complete eCitation Business Plan contract	09-28-2012	09-28-2012	Completed
Write and post RFP for eCitation system	04-01-2013	04-01-2013	Completed

### Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication	X	X	X	X	X	
Vehicle Registration						

### Budgets

<i>Budget Source - 2013</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00

<i>Budget Source - 2014</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00

<i>Budget Source - 2015</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00

<i>Budget Source - 2016</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00

<i>Budget Source - 2017</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00

<i>Budget Source - 2018</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00

### Activity Report

<i>Report Start</i>	<i>Report End</i>	<i>Report Date</i>	<i>Provided By</i>
07-01-2011	09-30-2011	10-01-2011	Gary Nowak

<b>Activity</b>	<p>Selected a vendor for the eCitation Business Plan Consultant contract through RFP/BAFO process. Produced a contract of work for the eCitation Business Plans</p> <p>The eCitation Business Plan Consultant contract of work is being reviewed by various state agencies</p>
<b>Problems</b>	eCitation Business Plan Consultant contract is still in the legal review process by the State's Attorney General Office.
<b>Plans</b>	<p>Work with State's Attorney General to approve and sign off on the eCitation Business Plan Consultant contract and provide to the vendor for review and sign off.</p> <p>Work with the Department of Public Safety Commissioner to sign off on eCitation Business Plan Consultant contract after vendor sign off is complete</p> <p>Vendor will begin working on the various reports that comprise the State's master eCitation business plan. These reports will provide the foundation to build the state's eCitation system.</p>
<b>Comments</b>	Contract business process review was delayed due to Hurricane Irene severely damaging the State Office Complex in Waterbury, VT. By executive order of the governor, state employees worked on flood relief for over a month before resuming normal office activities.

<b><u>Report Start</u></b>	<b><u>Report End</u></b>	<b><u>Report Date</u></b>	<b><u>Provided By</u></b>
10-01-2011	12-31-2011	01-01-2012	Gary Nowak
<b>Activity</b>	E-Citation Business Plan was approved by the State Attorney General's Office , Secretary of Administration Office, Chief Information Officer (CIO) and the Department of Information and Innovation (DII)and awarded on the December 15 2011		
<b>Problems</b>			
<b>Plans</b>	Begin work with vendor E-Citation Business Plan contract.		
<b>Comments</b>			

<b><u>Report Start</u></b>	<b><u>Report End</u></b>	<b><u>Report Date</u></b>	<b><u>Provided By</u></b>
01-01-2012	03-31-2012	04-01-2012	Gary Nowak



12/1/2011 – 01/31/2012

1. The grant officially started on December 12, 2011.
2. On Dec 15, 2011, URL staff began the process of designing and developing the national survey on eCitations and bias free policing.
3. The final interview instrument was approved by December 31, 2011 (please see attached).
4. This effort was initially thought to include just telephone conference calls, but we were able to schedule site visits and still stay within budget. Five sites were identified: Alabama, Illinois (Lake and Will counties), Iowa, North Carolina and Wisconsin. Additional sites may be added depending on available resources.
5. The Alabama (Bob Roper), Illinois (Jared Pedersen), Iowa (Jim Pingel) and Wisconsin (Jim Pingel) site visits were completed the week of January 2, 2012.
6. The North Carolina site visit was completed the week of January 7, 2012 by Brad Kobishop.
7. Work began on the Report that will describe the results of the national survey the week of January 14, 2012.
8. The final interview instrument for the Vermont on-site requirements interviews was completed by December 31, 2011 (please see attached).
9. The first set of requirements site visits in Vermont were completed the week of January 2, 2012 (please see attached for a list of those site visits). These site visits were conducted by Amir Holmes and Brad Kobishop.

**Activity**

10. The management team from URL Integration (Bob Roper and Jared Pedersen) met with the management team from Vermont on January 12, 2012 to work out the final details of the project implementation schedule (which was adjusted because Vermont decided not to pursue legislation on eCitations during this Legislative Session), the project Charter and the deliverables. It was agreed that Phase I of this project would be limited to those civil offenses reported by the VCVG and litigated through the Judicial Bureau. Please see the attached project plan for a complete listing of the deliverables and the due dates as of January 23, 2012. These are likely to be slightly modified once URL and the Vermont Management Team can agree on the deliverables and invoicing schedule outlined in the draft Charter. As of January 24, 2012 URL is still awaiting the draft Charter. In addition, it was agreed that the URL would use the existing Vermont Change Management Form—if needed, and that URL will use the standard Vermont template for the RFP to be used in the final deliverable. The URL Management Team also met briefly with the TRCC to introduce them to the project and the deliverables.
11. The final set of requirements site visits to Vermont were conducted during the week of January 23, 2012 (please see attached for a list of those site visits). These site visits were conducted by Amir Holmes and Brad Kobishop.
12. An outline for the final report on the National Survey was agreed to and a draft report was produced by January 20, 2012. Staff will continue to work on this report through January 2012.
13. A decision was made to include Utah in the National Study. They have a Statewide system that will be mandatory by July 1, 2012. Bob Roper will conduct that site visit in early February 2012.

02/01/2012 – 02/29/2012

1. The Utah (Bob Roper) and New York (Brad Kobishop) site visits were completed the

*week of February 6, 2012 and February 13, 2012 respectively.*

- 2. Work continued on the National Survey Report and is expected to be delivered in mid-March.*
- 3. Work began on the Bias Free Policing Report and is expected to be delivered in mid-March.*
- 4. Barbara Cormier was appointed as project manager from the State's EPMD to this project.*
- 5. The list of Project Deliverables was finalized and agreed upon by all parties.*
- 6. The Project Charter was finalized by Vermont and approved by all parties.*
- 7. It was decided not to present the National Survey Report and Bias Free Policing Report to the stakeholders in March. That trip will be used instead for the last set of interviews that need to be conducted.*
- 8. The tentative plan to conduct the last set of interviews will be the first week of April.*
- 9. The Judicial Bureau will be part of the final set of interviews to get clarification on several items from the first time they were interviewed.*
- 10. An updated version of the project plan was delivered by URL to Vermont, and everyone appears to be satisfied with the progress of the project.*

*03/01/2012 – 03/31/2012*

- 1. The final set of stakeholder interviews were scheduled for April 2- 5.*
- 2. The final draft of the National Survey Report was completed and submitted March 16th.*
- 3. The final draft of the Bias Free Policing Report was completed and submitted March 16th.*
- 4. The National Survey and Bias Free Policing Reports were reviewed and suggestions and questions were submitted to URL.*
- 5. Work began to incorporate suggestions on the National Survey and Bias Free Policing Reports.*
- 6. Work began on the Vermont Police IT Needs Report.*
- 7. A list of Judicial Bureau clarification items were submitted by URL in advance of the second set of interviews that will take place in April.*
- 8. It was decided to move the due date of the Vermont Police IT Needs Report to April 24th.*
- 9. An updated version of the project plan was delivered by URL to Vermont.*

	<p>(January)</p> <ol style="list-style-type: none"> <li>1. There is a need to clarify the deliverables of this project. There is a disconnect between the deliverables in the contract and in the charter. This will also force a minor change in the payment schedule as well.</li> <li>2. There is a need to get the stakeholder group finalized with a firm meeting date.</li> <li>3. There is a need to finalize the Project Charter.</li> </ol>
<b>Problems</b>	<p>(February)</p> <ol style="list-style-type: none"> <li>1. There is a need to finalize the last set of interviews with firm meeting dates.</li> <li>2. There is a need to finalize all items that need to be clarified with the Judicial Bureau.</li> </ol> <p>(March)</p> <ol style="list-style-type: none"> <li>1. There is a need to clarify deliverable one in the contract, specifically if it is a separate report or information that will be incorporated in the Master eCitation Business Plan.</li> </ol>
<b>Plans</b>	<p>PLANS FOR FEBRUARY 2012:</p> <ol style="list-style-type: none"> <li>1. Complete the Utah site visit for the National Study.</li> <li>2. Complete the draft Report on the National Study of eCitations.</li> <li>3. Complete the draft Report on Bias-Free Policing.</li> <li>4. Complete the draft Report on the Requirements for eCitations in Vermont.</li> </ol> <p>These three reports will be presented to the Vermont management team and stakeholder groups on March 8, 2012 for the feedback before the final reports are delivered.</p> <p>PLANS FOR MARCH 2012:</p> <ol style="list-style-type: none"> <li>1. Complete the National Survey Report and submit it to the stakeholders for approval.</li> <li>2. Complete the Report on Bias-Free Policing and submit it to the stakeholders for approval.</li> <li>3. Begin the Report on the Vermont Police Needs.</li> </ol>
<b>Comments</b>	

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
04-01-2012	06-01-2012	07-01-2012	Gary Nowak
<b>Activity</b>	<p>Received additional feedback from Vermont on the final draft of the Expansion of Systems and Feasibility Report.</p> <p>Received additional feedback from Vermont on the final draft of the Expansion of Systems and Feasibility Report</p> <p>Submitted a draft outline of the Master eCitations Business Plan to Vermont.</p> <p>Delivered updated version of the project plan to Vermont.</p>		
<b>Problems</b>			
<b>Plans</b>	<p>Receive final approval of the Expansion of Systems and Feasibility Report</p> <p>Continue to work on the Master eCitation Business Plan.</p>		
<b>Comments</b>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
07-01-2012	09-30-2012	10-01-2012	Gary Nowak

	<p>URL provided final draft of the Expansion of Systems and Feasibility Report</p> <p>URL provided draft outline of the Master eCitation Business Plan</p> <p>URL provided updated version of the project plan</p> <p><b>Activity</b> URL provided second quarterly report</p> <p>Processed contract amendment to extend contract between Vermont and URL through the end of the calendar year</p> <p>Updated approval process timeline for the Master eCitation Business Plan</p>
<b>Problems</b>	
	<p>Continue work on Master eCitation Business Plan</p> <p>Provide feedback to URL from TRCC and Executive Stakeholders for the Master eCitations Business Plan</p> <p><b>Plans</b> Finalize Master eCitations Business Plan</p> <p>Present Master eCitations Business Plan to Executive Sponsors</p> <p>Meet with Vermont RFP subject experts and begin drafting RFP</p>
<b>Comments</b>	

<b><u>Report Start</u></b>	<b><u>Report End</u></b>	<b><u>Report Date</u></b>	<b><u>Provided By</u></b>
10-01-2012	12-31-2012	01-01-2013	Gary Nowak
			<p>Presented Master eCitations Business Plan to the Executive Stakeholders on October 16, 2012</p> <p>Held meeting between URL, the Vermont eCitations project team, and the Vermont Procurement Office to discuss the Vermont RFP process</p> <p><b>Activity</b> Reviewed RFP template provided by URL to assist in the drafting of the RFP</p> <p>Reviewed draft RFP and provided feedback to URL</p> <p>Reviewed draft Value Proposition and provided feedback to URL</p>
			<b>Problems</b>
			Finalize Value Proposition and RFP Bid Specifications
			<b>Plans</b> Submit RFP to DII for review process
			<b>Comments</b>

<b><u>Report Start</u></b>	<b><u>Report End</u></b>	<b><u>Report Date</u></b>	<b><u>Provided By</u></b>
01-01-2013	05-31-2013	06-01-2013	Gary Nowak
			<p>Finalized Value Proposition and RFP Bid Specifications</p> <p><b>Activity</b> Submitted RFP to DII for review process</p>
			<b>Problems</b>
			<b>Plans</b>
			<b>Comments</b>

## Linked Items

Type	Label	Name
Deficiency / Objective	VT-D-00016	VT-D-00016 - Citation / Adjudication - Timeliness
Deficiency / Objective	VT-D-00017	VT-D-00017 - Citation / Adjudication - Accuracy
Deficiency / Objective	VT-D-00018	VT-D-00018 - Citation / Adjudication - Accessibility
Deficiency / Objective	VT-D-00019	VT-D-00019 - Citation / Adjudication - Integration
Performance Measure	CA-C-01	CitationCompleteness

## VT-P-00105 - E-Citation - Implementation

**Priority:** 1

**Last Updated:** 12-JUN-2013

**Revision Date:** 12-JUN-2013

**Status:** Start Up

**Lead Agency:** Vermont Department of Public Safety

**Partners:** State and Local Police

Courts

**Website:**

### *Project Director*

Name: **Mr. Gary Nowak**

Title: IT Technician II / Project Specialist

Agency: Vermont Department of Public Safety

Office: IT (Information Technology)

Address: 103 South Main Street

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Email: gnowak@dps.state.vt.us

**Project Description:** To provide the VT Law Enforcement Agencies (LEA) a statewide application which helps automates the creation of traffic citations, traffic warnings, and Bias Free Policing (racial profiling) by Law Enforcement Officers. The Vermont Civil Violation Complaint (VCVC), Police Written Warning, and Bias Free Policing Form are produced in an electronic format thus eliminating the need for paper citations in the stations and police cars.

**Project Purpose:** This project is a major effort to make the process of issuing traffic citations / warnings in Vermont electronic, instantaneous, and reduce the paper transfer of data. The use of Electronic Citation / Warnings will greatly improve the quality of the citation data. This project will have a program that runs on a laptop or workstation. The

program will provide screen-based entry of information for a Vermont Uniform Traffic Citation, Police Written Warning, and Bias Free Policing Form which will provide for a local, searchable database of previous citations, and can generate a hard copy form for the motorist.

Wireless connectivity could be provided for a laptop using a local receiver which in turn could be transmitted via a secure, long range communication network between the police officer and officer's station and the DPS.

Data integration and data access will be designated for compatibility with the Vermont Criminal Justice Information Services, VT Department of Public Safety (DPS), VTTrans, and the VT Administrative Offices of Traffic Court data files. Additionally data will be available to law enforcement officers with proper wireless connectivity in a searchable format.

Field tests will be conducted to ensure that the applications in this project are functional, compatible, and officer friendly with existing operating policies and practices.

This project will help save lives and reduce injuries and crashes on Vermont roadways by using efficient, electronic process to collect, store, and analyze complete and accurate traffic safety information and by making it freely available to all safety stakeholders.

The Bias Free Policing Application will serve and protect the people who use Vermont roadways with police practices that support democratic values applied equally to all without regard to race, ethnicity, or national origin by enforcing the law in a fair and impartial manner.

The E-Citation project will begin a first phase/pilot implementation of E-Citation during FY14, based on the E-Citation master business plan, completed in 2012 and the RFI and RFP issued in 2013 to explore equipment options and secure the required vendor(s) services for initial building and implementation of the statewide eCitation, eWarning, and bias free policing applications. Prior to the issuance of a vendor contract and start of the pilot, the state Department of Information and Innovation requires completion of an independent review of the identified vendor, and will assign a designated DII project manager to serve as the point of contact for the E-Citation implementation going forward. Once the pilot is underway, regular review and evaluation of all aspects of the effort will be conducted by the interagency work group with regular reports provided to the TRCC.

**Milestones**

<i>Milestone Description</i>	<i>Target Date</i>	<i>Actual Date</i>	<i>Status</i>
Award eCitation RFP contract	09-30-2013		On Schedule

### Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication	X	X	X	X	X	X
Vehicle Registration						

### Budgets

<b>Budget Source - 2013</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$210,000.00

<b>Budget Source - 2014</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$702,546.00

<b>Budget Source - 2015</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2016</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2017</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2018</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

## Activity Report

<b>Report Start</b>	<b>Report End</b>	<b>Report Date</b>	<b>Provided By</b>
07-01-2011	09-30-2011	10-01-2011	Gary Nowak
<b>Activity</b>	No Activity		
<b>Problems</b>	None		
<b>Plans</b>	Once the eCitation Business Plan Consultant contract begins, a national survey of electronic ticketing best practices will be conducted. This survey will become part of the master eCitation business plan for the State of Vermont. The master plan will be used to develop the statewide eCitation program.		
<b>Comments</b>			

<b>Report Start</b>	<b>Report End</b>	<b>Report Date</b>	<b>Provided By</b>
10-01-2011	12-31-2011	01-01-2012	Gary Nowak
<b>Activity</b>	No Activity		
<b>Problems</b>	None		
<b>Plans</b>	Once the eCitation Business Plan Consultant contract begins, a national survey of electronic ticketing best practices will be conducted. This survey will become part of the master eCitation business plan for the State of Vermont. The master plan will be used to develop the statewide eCitation program.		
<b>Comments</b>	None		

<b>Report Start</b>	<b>Report End</b>	<b>Report Date</b>	<b>Provided By</b>
01-01-2012	03-31-2012	04-01-2012	Gary Nowak
<b>Activity</b>	None		
<b>Problems</b>	None		
<b>Plans</b>	This project is on hold until completion of the E-Citation Business Plan Consultant contract and award of E-Citation contract.		
<b>Comments</b>	None		

<b>Report Start</b>	<b>Report End</b>	<b>Report Date</b>	<b>Provided By</b>
01-01-2013	05-31-2013	06-01-2013	Gary Nowak
<b>Activity</b>			
<b>Problems</b>			
<b>Plans</b>	This project is on hold until award of the E-Citation contract.		
<b>Comments</b>			

## Linked Items

Type	Label	Name
Deficiency / Objective	VT-D-00016	VT-D-00016 - Citation / Adjudication - Timeliness
Deficiency / Objective	VT-D-00017	VT-D-00017 - Citation / Adjudication - Accuracy
Deficiency / Objective	VT-D-00018	VT-D-00018 - Citation / Adjudication - Accessibility
Deficiency / Objective	VT-D-00019	VT-D-00019 - Citation / Adjudication - Integration
Deficiency / Objective	VT-D-00022	VT-D-00022 - Citation / Adjudication / Uniformity
Deficiency / Objective	VT-D-00023	VT-D-00023 - Citation / Adjudication / Completeness
Performance Measure	CA-C-01	CitationCompleteness



## VT-P-12-01 - SIREN Data Manager

**Priority:** 1

**Last Updated:** 12-JUN-2013

**Revision Date:** 12-JUN-2013

**Status:** Active

**Lead Agency:** Vermont Department of Health

**Partners:** All Vermont licensed ambulance services

Vermont Department of Public Safety

Vermont Agency of Transportation

**Website:**

### *Project Director*

Name: **Jenna Protzko**

Title: SIREN Data Analyst

Agency: Vermont Department of Health

Office:

Address:

City, Zip:

Phone:

Email: Jenna.protzko@state.vt.us

**Project Description:** The Vermont Department of Health – EMS office requires a data manager to coordinate the collection, analysis and reporting of EMS incident data and to provide technical assistance and training for SIREN, Vermont's statewide electronic EMS incident reporting system.

### **Milestones**

<i>Milestone Description</i>	<i>Target Date</i>	<i>Actual Date</i>	<i>Status</i>
Hire new Data Manager	04-01-2012	05-01-2012	Completed
Increase state wide usage of SIREN to 90%	01-01-2014		On Schedule

### **Core System and Performance Area**

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS	X	X	X	X	X	X
Roadway						
Citation / Adjudication						
Vehicle Registration						

## Budgets

<b>Budget Source - 2013</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2014</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2015</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2016</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2017</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2018</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

## Activity Report

<b>Report Start</b>	<b>Report End</b>	<b>Report Date</b>	<b>Provided By</b>
07-01-2011	09-30-2011	10-01-2011	Raymond Walker
<b>Activity</b>	Approximately 10% of the EMS agencies are reporting electronically. Many of the larger service providers are included in the 10% submission agencies so they are probably capturing 15% to 20% of the runs in the State. Vermont has mandated all agencies submit EMS data electronically by January 1, 2013.		
<b>Problems</b>			
<b>Plans</b>	Continue roll out of the SIREN system statewide		
<b>Comments</b>	Vermont EMS has selected Image Trend to be their software vendor		

<b>Report Start</b>	<b>Report End</b>	<b>Report Date</b>	<b>Provided By</b>
10-01-2011	12-31-2011	01-01-2012	Raymond Walker
<b>Activity</b>	Added 12 new reporting agencies using statewide Incident Reporting Network (SIREN) system. Currently 34 EMS agencies reporting their PCR data using SIREN		
<b>Problems</b>	Have EMS Statewide Incident Reporting Network (SIREN) Data Manager in place by January or early February 2012		
<b>Plans</b>	Continue statewide roll out of the SIREN system Provide Squad Administrator training to 4 more agencies in February and March 2012		
<b>Comments</b>			

<b>Report Start</b>	<b>Report End</b>	<b>Report Date</b>	<b>Provided By</b>
01-01-2012	03-31-2012	04-01-2012	Raymond Walker

*SIREN EMS Provider Supervisory Training for end-users has been completed*

**Activity**

*Increased SIREN usage from 6 to 46 EMS Providers*

*Every EMS Provider has been mandated to use SIREN by January 01, 2013*

<b>Problems</b>	
<b>Plans</b>	Have EMS Statewide Incident Reporting Network (SIREN) Data Manager in place by January or early February 2012
	Continue statewide roll out of the SIREN system
<b>Comments</b>	

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
04-01-2012	09-30-2012	10-01-2012	Jenna Protzko
<b>Activity</b>	<p>Jenna Protzko has been hired for the Siren Data Manager position</p> <p>Attended and provided Siren status at TRCC meetings</p> <p>Increased state-wide Siren usage to approximately 65%</p>		
<b>Problems</b>			
<b>Plans</b>	<p>Continue to roll out Siren to new EMS providers</p> <p>Review and update Siren Patient Care Run Reports (PCR)</p> <p>Begin planning for Vermont NEMSIS 3 compliance</p> <p>Begin work on EMS Data Dictionary</p>		
<b>Comments</b>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2012	12-31-2012	01-01-2013	Jenna Protzko
<b>Activity</b>	<p>Attended and provided Siren status at TRCC meetings</p> <p>Increased state-wide Siren usage to approximately 75%</p> <p>Standardize ePCR on NEMSIS version 2</p> <p>Completed work on EMS Data Dictionary, NEMSIS version 2</p>		
<b>Problems</b>			
<b>Plans</b>	Continue to roll out Siren to new EMS providers		
<b>Comments</b>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
01-01-2013	05-31-2013	06-01-2013	Jenna Protzko
<b>Activity</b>	<p>Attended and provided Siren status at TRCC meetings</p> <p>Increased state-wide Siren usage to approximately 86%</p>		
<b>Problems</b>			
<b>Plans</b>	<p>Continue to roll out SIREN to remaining EMS services.</p> <p>Attend and provide Siren status at TRCC meetings</p>		
<b>Comments</b>			

## Linked Items

Type	Label	Name
Deficiency / Objective	VT-D-00024	VT-D-00024 - Injury Surveillance / EMS / Timeliness
Deficiency / Objective	VT-D-00025	VT-D-00025 - Injury Surveillance / EMS / Accuracy
Deficiency / Objective	VT-D-00026	VT-D-00026 - Injury Surveillance / EMS / Uniformity
Deficiency / Objective	VT-D-00027	VT-D-00027 - Injury Surveillance / EMS / Completeness
Performance Measure	I-C-01	EMSCCompleteness
Performance Measure	PMEMS	Completeness2012
Recommendation	VTTRA07024	Take the following steps to assist in the development of the electronic EMS data collection system and data repository before releasing the RFP for system development: Establish rules that define EMS
Recommendation	VTTRA07025	Consider introducing the new NEMSIS data set incrementally and in phases. This may provide the EMS providers the opportunity to gain confidence in the system therefore not overwhelming them with the

## VT-P-12-02 - SIREN Training

**Priority:** 1

**Last Updated:** 19-JUN-2013

**Revision Date:** 12-JUN-2013

**Status:** Completed

**Lead Agency:** Vermont Department of Health

**Partners:** All Vermont licensed ambulance services

Vermont Department of Public Safety

Vermont Agency of Transportation

**Website:**

### *Project Director*

Name: **Jenna Protzko**

Title: SIREN Data Analyst

Agency: Vermont Department of Health

Office:

Address:

City, Zip:

Phone:

Email: Jenna.protzko@state.vt.us

**Project Description:** System users and administrators require targeted training to implement and fully utilize SIREN

SIREN users and administrators have varying levels of mastery of the database's capabilities. The specific training needs of these users will be identified and training

provided to resolve deficiencies.

### Milestones

<b>Milestone Description</b>	<b>Target Date</b>	<b>Actual Date</b>	<b>Status</b>
Increase state wide usage of SIREN to 90%	09-30-2013		On Schedule

### Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS	X	X	X	X	X	X
Roadway						
Citation / Adjudication						
Vehicle Registration						

### Budgets

<b>Budget Source - 2013</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2014</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2015</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2016</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2017</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2018</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

## Activity Report

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2012	12-31-2012	01-01-2013	Jenna Protzko
<b>Activity</b>	Prepared SIREN training materials Provided SIREN training to approximately 14 EMS services		
<b>Problems</b>			
<b>Plans</b>	Continue providing SIREN training to EMS services		
<b>Comments</b>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
01-01-2013	05-31-2013	06-01-2013	Jenna Protzko
<b>Activity</b>	Provided SIREN training to remaining EMS services		
<b>Problems</b>			
<b>Plans</b>	Continue to provide SIREN training to EMS services as needed.		
<b>Comments</b>			

## Linked Items

<u>Type</u>	<u>Label</u>	<u>Name</u>
Deficiency / Objective	VT-D-00024	VT-D-00024 - Injury Surveillance / EMS / Timeliness
Deficiency / Objective	VT-D-00025	VT-D-00025 - Injury Surveillance / EMS / Accuracy
Deficiency / Objective	VT-D-00026	VT-D-00026 - Injury Surveillance / EMS / Uniformity
Deficiency / Objective	VT-D-00027	VT-D-00027 - Injury Surveillance / EMS / Completeness
Performance Measure	I-C-01	EMSCompleteness
Performance Measure	PMEMS	Completeness2012
Recommendation	VTTRA07024	Take the following steps to assist in the development of the electronic EMS data collection system and data repository before releasing the RFP for system development: Establish rules that define EMS
Recommendation	VTTRA07025	Consider introducing the new NEMSIS data set incrementally and in phases. This may provide the EMS providers the opportunity to gain confidence in the system therefore not overwhelming them with the

## VT-P-12-03 - SIREN Equipment/Software

**Priority:** 1

**Last Updated:** 12-JUN-2013

**Revision Date:** 12-JUN-2013

**Status:** Active

**Lead Agency:** Vermont Department of Health

**Partners:** All Vermont licensed ambulance services

Vermont Department of Public Safety

Vermont Agency of Transportation

**Website:**

*Project Director*

Name: **Jenna Protzko**  
Title: SIREN Data Analyst  
Agency: Vermont Department of Health  
Office:  
Address:  
City, Zip:  
Phone:  
Email: Jenna.protzko@state.vt.us

**Project Description:** Hardened laptops and Field Bridge (client-based data entry software) are necessary to increase a user's accessibility to the SIREN system because incident data will be recorded on a portable device. Field Bridge's touch-screen and shortcut features improve the timeliness and accuracy of the data, and they allow the users to complete the incident report in the field or during the patient transport rather than only after achieving internet connectivity at their destination or headquarters.

Additional task includes:

Develop an interface for CRASH and the other hospital data systems using the EMS Data Bridge. The Data Bridge will provide a method to connect and share data among disparate systems.

**Milestones**

<i>Milestone Description</i>	<i>Target Date</i>	<i>Actual Date</i>	<i>Status</i>
Increase state wide usage of SIREN to 90%	01-01-2014		On Schedule

**Core System and Performance Area**

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS	X	X	X	X	X	X
Roadway						
Citation / Adjudication						
Vehicle Registration						



## Budgets

<b>Budget Source - 2013</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$150,000.00

<b>Budget Source - 2014</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2015</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2016</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2017</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2018</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

## Activity Report

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2012	12-31-2012	01-01-2013	Jenna Protzko
<b>Activity</b>	Reviewed Field Bridge proposal Reviewed Laptop proposal		
<b>Problems</b>			
<b>Plans</b>	Procure and distribute laptops to EMS providers Procure Field Bridge for EMS providers		
<b>Comments</b>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
01-01-2013	05-31-2013	06-01-2013	Jenna Protzko
<b>Activity</b>	EMS reallocation of training funds to purchase laptops: \$28,000 was originally allocated in current year funding for training. The training needs are met to date, and there is about \$18,000 remaining. VDH is requesting \$15,000 be re-allocated for each of the 90 EMS agencies to get at least one Toughbook. The TRCC approved this re-allocation		
<b>Problems</b>			
<b>Plans</b>	Procure and distribute laptops to EMS providers		
<b>Comments</b>			

## Linked Items

Type	Label	Name
Deficiency / Objective	VT-D-00024	VT-D-00024 - Injury Surveillance / EMS / Timeliness
Deficiency / Objective	VT-D-00025	VT-D-00025 - Injury Surveillance / EMS / Accuracy

## Linked Items

Type	Label	Name
Deficiency / Objective	VT-D-00026	VT-D-00026 - Injury Surveillance / EMS / Uniformity
Deficiency / Objective	VT-D-00027	VT-D-00027 - Injury Surveillance / EMS / Completeness
Performance Measure	I-C-01	EMSCompleteness
Performance Measure	PMEMS	Completeness2012
Recommendation	VTTRA07024	Take the following steps to assist in the development of the electronic EMS data collection system and data repository before releasing the RFP for system development: Establish rules that define EMS
Recommendation	VTTRA07025	Consider introducing the new NEMSIS data set incrementally and in phases. This may provide the EMS providers the opportunity to gain confidence in the system therefore not overwhelming them with the
Recommendation	VTTRA12014	Develop additional linked datasets including merged datasets for crash, roadway, injury surveillance, citation/adjudication, vehicle, and driver information.

## VT-P-12-04 - Web Crash Auto Populate

**Priority:** 1

**Last Updated:** 12-JUN-2013

**Revision Date:** 12-JUN-2013

**Status:** Active

**Lead Agency:** Vermont Department of Transportation

**Partners:** Vermont State and Local Police

Vermont Department of Public Safety

### Website:

#### Project Director

Name: **Ms. Mary Spicer**

Title: AOT Manager I

Agency: Vermont Agency of Transportation

Office: PPAID Policy, Planning and Intermodal Development

Address: 1 National Life Building, Drawer 33

City, Zip: Montpelier 05633

Phone: (802) 828-2681

Email: mary.spicer@state.vt.us

**Project Description:** Law enforcement (LE) continues to communicate their desire for as many auto population features as possible when filling out a crash report in Web Crash.

Any time we can offer LE a way to speed up the data entry process, the better. Filling out the form is already not a #1 priority for LE nor is this task their favorite activity. It is

in our best interest to accommodate LE as much as possible in order to maintain the progress we have made w/timely, accurate and complete crash reporting. The demand continues for more timely and accurate information.

Possible Auto Population services (but not limited to):

- SIREN data. (EMS run number, EMS Agency, Destination Hospital)
- Weather services information.
- DMV Person "Restrictions" data (i.e. corrective lenses, mechanical device, hand operations, etc.)
- Provide a GPS coordinate auto-load from Streets/Trips or other application or web service.
- Date (used if in the field filling out form at the scene).
- DMV Person license and address information.
- Pictures from VTrans videolog/VisiWeb and/or Google street type online tools.
- Vehicle information.
- Other?

### Milestones

<i>Milestone Description</i>	<i>Target Date</i>	<i>Actual Date</i>	<i>Status</i>
Implement auto population for Web Crash	09-30-2013		On Schedule

### Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	X	X	X	X	X	X
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

### Budgets

<i>Budget Source - 2013</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00

<i>Budget Source - 2014</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00

<i>Budget Source - 2015</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2016</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2017</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2018</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

### Activity Report

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2012	12-31-2012	01-01-2013	Mary Spicer
<b>Activity</b>	Identified the application tool (Messenger) needed to work w/DPS message switch to allow access to DMV data for LE to fill in related Crash fields Obtained ORI from DPS for VTrans Crash access to switch		
<b>Problems</b>			
<b>Plans</b>	Continue working w/DPS IT on virtual server to implement Messenger tool		
<b>Comments</b>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
01-01-2013	05-31-2013	06-01-2013	Mary Spicer
<b>Activity</b>			
<b>Problems</b>	We were unable to use the DPS contract "piggyback" and had to go Sole Source. The request has made it through the paperwork process and I am only awaiting the Secretary's signature. Once I get this (expected this week) I can get PPAID Business Office to request the PO		
<b>Plans</b>	Implement Messenger tool. Virtual server.		
<b>Comments</b>			

### Linked Items

<b>Type</b>	<b>Label</b>	<b>Name</b>
Deficiency / Objective	VT-D-00001	VT-D-00001 - Crash - Timeliness
Deficiency / Objective	VT-D-00002	VT-D-00002 - Crash - Accuracy
Performance Measure	C-A-02	CrashAccuracy
Recommendation	VTTRA07002	Continue to rollout, test, evaluate, and implement the new web based crash data collection system by mid-April 2007.
Recommendation	VTTRA12039	Coordinate development of the e-citation application through the TRCC to ensure it meets the needs of the agencies contributing or receiving information from the system. Explore methods to populate da

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