

Vermont Governor's Highway Safety Plan

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“Towards Zero Deaths”





Governor's Highway Safety Program

5 Park Row

Waterbury, Vermont 05671

www.ghsp.vermont.gov

CONTENTS

Mission Statement	1
Executive Summary	2
Calendar Planning Schedule	3
Planning Process & Problem Identification	4
Project Selection	5
Enforcement	5
Education	5
Evaluation	5
Engineering	6
Emergency Medical Services	6
Critical Emphasis Area (CEA) and Strategy Matrix	7
Summary of Serious Crashes ¹ by Emphasis Areas	10
Goals	12
Carry-Forward	24
Alcohol & Other Drugs Program Area	27
Occupant Protection Program Area	30
Police Traffic Services Program Area	32
Law Enforcement Support Activities	34
Motorcycle Safety Program Area	36
Traffic Engineering Services Program Area	37
Community Educational Programs	38
Evaluation and Data Collection	42
Program Administration	44
§ 408 Traffic Records Program Area	45
Certifications and Assurances	47
Highway Safety Program Cost Summary	56
2012 Funding Charts	58

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MISSION STATEMENT

The Vermont Governor's Highway Safety Program's mission is to effectively and efficiently administer highway safety grant funds to reduce traffic fatalities, injuries, and economic losses.

EXECUTIVE SUMMARY

On behalf of the Governor of Vermont and the Commissioner of Public Safety, the Vermont Governor's Highway Safety Program (GHSP) is pleased to submit the 2012 Highway Safety Plan (HSP). This plan outlines how funding is allocated to improve upon highway safety in the State of Vermont. Needs are based on timely and accurate data to establish problem identification that sets priorities and measures performance for the best return on our programs.

We will continue to aggressively pursue impaired driving issues and work to make improvements with our legislators and key partners on areas such as habitual offenders and ignition interlocks and continue to look at new areas on how we provide treatment for offenders and implementing DUI courts.

The GHSP strives to include input from the all our stakeholders and the Vermont Strategic Highway Safety Plan (SHSP) to ultimately reduce crashes resulting in human injury and death, and will work tirelessly "**Towards Zero Deaths**" on our highways.

CALENDAR PLANNING SCHEDULE

September	GHSP begins to issue requests for availability of grant funding applications in anticipation of NHTSA's approval of plan.
October	GHSP begins to implement and award grants and contracts and then begins work on the FFY 2011 Annual Performance Report.
November to December	GHSP oversees programs in the HSP, finalizes the FFY 2011 Annual Performance Report, and submits it to NHTSA.
January to March	GHSP reviews progress of current programs and analyzes federal, state, and local data to identify FFY 2013 key program areas; reviews National Highway Traffic Safety Administration (NHTSA) Region I response to the FFY 2012 HSP and FFY 2011 Annual Report and recent NHTSA assessments; reviews spending patterns and revenue estimates.
January to May	GHSP conducts strategic planning/listening sessions with key stakeholders to present recent data analyses and discuss the issues facing their communities. Staff reviews proposals for funding consideration resulting from solicitation process and recommends project proposals for senior staff review and acceptance.
May to August	GHSP drafts the FFY 2013 HSP for review and approval and conducts pre-submission meeting with NHTSA Region I. With approval the HSP is submitted to NHTSA.

PERFORMANCE PLAN

State Of Vermont Governor's Highway Safety Program

PLANNING PROCESS & PROBLEM IDENTIFICATION

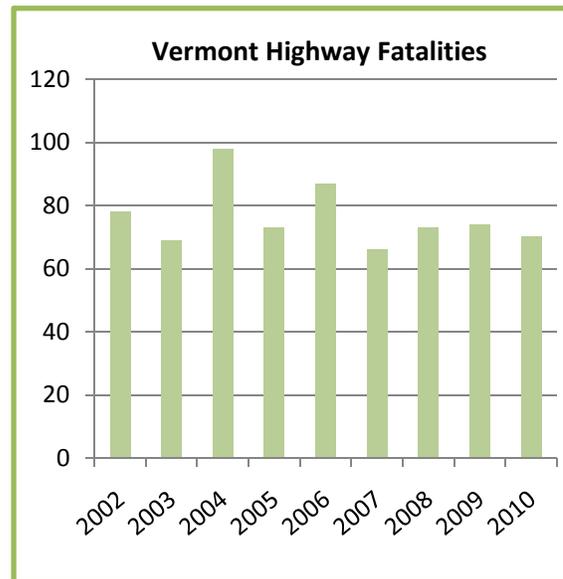
The Highway Safety staff works with a growing number of partners to identify problems, focus on areas of common interest and responsibility, and seek ways to collaboratively manage resources effectively. In this process, we are, at the same time, learning, and educating others about the benefits of cooperative efforts. It further provides an opportunity to work together on the highest-priority areas. Some of the partners with whom we collect data, identify problems, and plan activities are listed below:

The Strategic Highway Safety Plan, active since 2005, brings together Vermont Agency of Transportation (VTTrans), Departments of Health, Labor, Motor Vehicles and others, as well as Vermont's one MPO (metropolitan planning organization), enforcement, education and private sector representatives. This group has used data analysis from several sources to determine highway crash problems, identify performance measures, set priorities, strategies and gauge progress. Strategies developed utilizing this data are evolving; many are simply waiting funding, others are under continuing development and implementation. The Core Group continues to meet at least monthly, and subcommittees meet regularly on an as-needed basis.

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

Our LEL's meet regularly with partner agencies to discuss and plan specific operational periods during mobilization periods as well as sustained enforcement in the priority areas of impaired driving and occupant protection. Our CIOT and DUI Task Forces will be operated regionally in areas based on data and needs for high visibility enforcement.

The 2011 Attitude Survey has revealed concerns about respondents taking prescription narcotics and anxiety medications and driving. Coupled with increases in DUI-drug crashes, GHSP will support



Vermont's first Drug Recognition Expert (DRE) training and increase DREs across the state in key geographical areas.

The Department of Liquor Control Enforcement Division and Educational Section is a partner in discussions about the dangers of over serving and underage purchase and consumption of alcohol which contributes to many teen crashes.

Vermont Governor's Highway Safety's is transforming with stronger initiatives in advertising and media by focusing on collaborative planning and strategy. With the collaboration of a marketing firm, and Strategic Highway Safety Planning committees, a common goal is present. By pooling resources with similar highway safety messages our initiatives will be more efficient with similar concise messages which will reinforce our messaging.

As another marketing initiative, a common communication plan is being drafted by the public information officers from Vermont Emergency Management, the Vermont State Police, and Governor's Highway Safety. This group is being tasked to improve a more positive delivery of public information and communications for the Department of Public Safety.

Because the planning process is so dynamic, it is actually difficult to stop at one particular point to take a snapshot of where we are in the process. Planning occurs constantly, as data evolves, the partners shift gears, and knowledge progresses. We continue to incorporate all the plans that are being discussed, monitor and evaluate all programs.

PROJECT SELECTION

Enforcement

The projects identified in the 2012 Highway Safety Performance Plan reflect steps to improve strong programs and ongoing work to develop new programs to meet identified needs. We have a very strong enforcement program, based on well-connected Law Enforcement Liaisons and a competitive grant application process. The LELs advise us on marketing our mobilization activities to the enforcement community to ensure successful campaign periods and productive enforcement activity all year long.

Education

Educational projects in 2012 are focused on reducing crashes and fatalities for specific focus areas such as in Vermont workplaces, during bike/pedestrian and motor vehicle interactions, in young drivers and reducing recidivism rates in DUI offenders. GHSP is requiring sub-grantees to review existing crash data relevant to their focus area, and use strategies that are directly tied to the data wherever possible.

Evaluation

In order to assure the best return on investment of highway safety funds, a variety of evaluation resources are utilized. GHSP will continue to fund a 'Law Enforcement Data Analyst' position that will provide data directly to law enforcement to enhance their strategic planning efforts to reduce crashes and fatalities. Further, we will be utilizing information collected from public attitude surveys to fine tune

ongoing efforts and create new programs to address evolving issues. We are committed to making all our programs data driven and performance based.

Engineering

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

Emergency Medical Services

Our partners at EMS continue to work toward improving their ability to collect and report data on injuries and response times to improve data in this area. GHSP will be funding one additional EMS staff member in 2012 whose primary duty will be to manage rolling out the new SIREN program, the electronic EMS data collection system. The goal of the program is to have as many EMS agencies as possible reporting run data electronically.

CRITICAL EMPHASIS AREA (CEA) AND STRATEGY MATRIX

Table 1: Vermont Strategic Highway Safety Plan (2005)

CEA 1: Keeping Vehicles on Roadway & Minimizing the Consequences of Leaving the Road	
Strategies	Pilot program to implement low cost safety improvements on local road systems.
	Provide improved delineation in low visibility conditions.
	Provide edge line or centerline rumble strips.
	Improve roadside geometry by eliminating shoulder drop-offs, and providing safer side slopes and ditches.
	Improve advanced warning & delineation of unexpected changes in horizontal alignment.
	Improve clear zone by removing, relocating, shielding or delineating roadside objects.

CEA 2: Improving Young Driver Safety	
Strategies	Strengthen the VT graduated licensing law for young drivers.
	Improve initial driver education and advanced skill training.
	Improve parental accountability in young driver training and behavior.

CEA 3: Increasing Seat Belt Use	
Strategies	Raise awareness of the importance of safety belts and the link to air bag effectiveness.
	Pursue a standard safety belt law.
	Increase enforcement of traffic safety laws in Vermont.
	Engage the Vermont business community in mitigation efforts.

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

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

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

CEA 7: Keeping Drivers Alert

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

SUMMARY OF SERIOUS CRASHES¹ BY EMPHASIS AREAS

Table 2: Vermont Strategic Highway Safety Plan

Category	Emphasis Area	Serious Crashes*	2001-2005	2006-2010
Drivers	Institute Graduated Licensing for Young Drivers	Percent of serious crashes involving a driver under the age of 21	14.30%	12.07%
	Ensure Drivers are Licensed and Fully Competent	Percent of serious crashes with citations for DLS or operating with no license	3.41%	3.74%
	Sustain Proficiency in Older Drivers	Percent of serious crashes involving a driver between the ages of 65 and 74	5.27%	7.00%
		Percent of serious crashes involving a driver over the of age of 74	6.74%	7.88%
	Curb Aggressive Driving	Percent of serious crashes with excessive speed, following too closely or driving in erratic, reckless or aggressive manner listed as a contributing factor	30.63%	30.20%
	Reduce Impaired Driving	Percent of serious crashes alcohol-related	14.95%	19.75%
	Keep Drivers Alert	Percent of serious crashes with inattention or fatigued, or asleep listed as a contributing factor	11.92%	9.16%
		Percent of serious crashes with driver's condition listed as fell asleep or fatigued	4.67%	5.02%
	Increase Seat Belt Usage and Improving Airbag Effectiveness	Percent of fatally or severely injured vehicle occupants that were not using a restraint device	26.52%	27.19%
Special Users	Make Walking and Street Crossing Easier	Percent of serious crashes that involved pedestrian(s)	7.56%	5.71%
	Ensure Safer Bicycle Travel	Percent of serious crashes that involved bicyclists	1.86%	3.00%
Vehicles	Improve Motorcycle Safety and Increasing Motorcycle Awareness	Percent of serious crashes involving motorcycles	6.65%	14.48%
	Make Truck Travel Safer and Operators Fully Competent	Percent of serious crashes involving heavy trucks	1.25%	0.84%

Highways	Reduce Vehicle-Train Crashes	Percent of serious crashes involving a collision with a train	0.04%	0.10%	
	Keep Vehicles on the Roadway	Percent of serious crashes involving running off the road	42.72%	57.78%	
	Minimize the Consequences of Leaving the Road	Percent of serious run-off the road crashes:			
		• Overturned		11.27%	17.00%
		• Collision with tree/large bush		11.92%	16.01%
		• Collision with pole/sign		5.49%	6.21%
		• Collision with guard rail/curb		5.18%	6.75%
		• Collision with other fixed object		5.05%	7.39%
• Collision with ledge/boulder		3.80%	4.43%		
Improve the Design and Operation of Highway Intersections	Percent of serious crashes that occurred at an intersection		23.02%	20.54%	
Reduce Head-on Crashes	Percent of serious crashes that were head-on crashes		14.77%	12.41%	
Design Safer Work Zones	Percent of serious crashes that occurred in work zones		0.43%	0.34%	
*Source: Vermont Crash Data (2001-2010) as analyzed by Sally Tarabah, Crash Data Analyst					
Note: Between 2001 and 2005, there were 13,903 fatalities/incapacitating injuries and between 2006-2010 there were 13,391 (-4%).					
¹ A serious crash is any crash that results in an injury or in a fatality.					

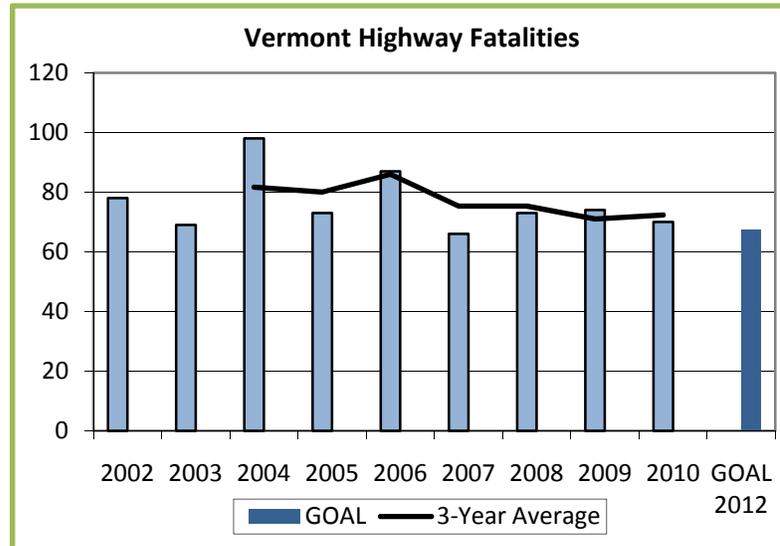
GOALS

Core Measures

C-1) Number of traffic fatalities (FARS)

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.

Year	Deaths	3-Year Average
2002	78	78
2003	69	74
2004	98	82
2005	73	80
2006	87	86
2007	66	75
2008	73	75
2009	74	71
2010	70	72
GOAL 2012		67

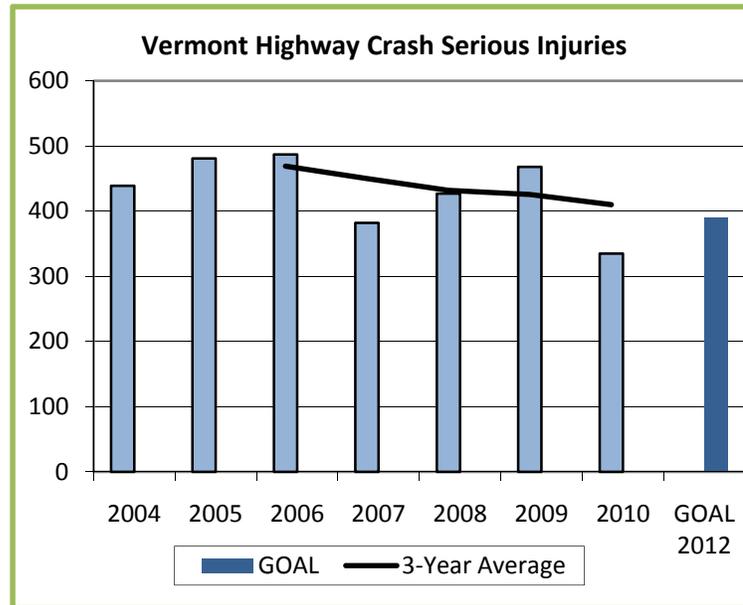


¹ The predicted values for 2012 are based on the mathematical formula 'y=mx+b' where m is the slope and b is the y-intercept using the three-year average linear trend line. In some cases, predicted values were rounded or altered slightly to reflect realistic organizational goals.

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

GOAL: Vermont will decrease by 4.9 percent the three-year average of serious traffic crash injuries from 410 in 2008 through 2010 to a three-year average of 390 by December 31, 2012.

Year	Serious Crash Injuries	3-Year Average
2004	439	
2005	481	460
2006	487	469
2007	382	450
2008	427	432
2009	468	426
2010	335	410
GOAL 2012		390



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

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.

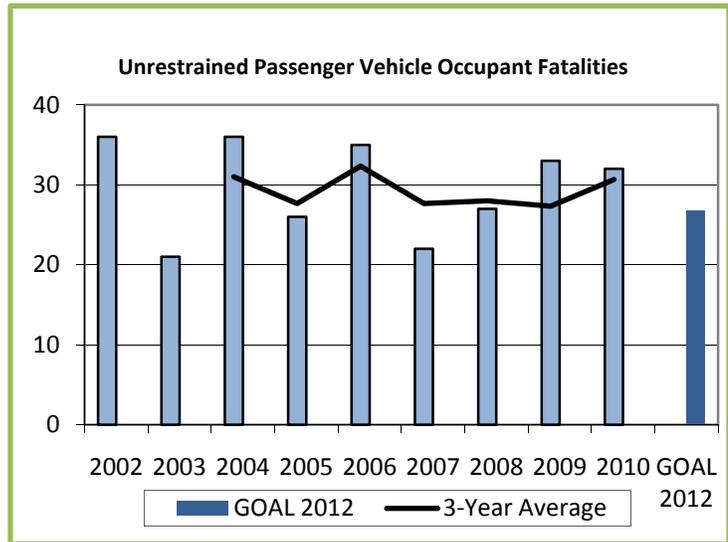
2010 data were not available when the HSP was finalized.

	FATALS			RATES					
	Urban	Rural	Total	Urban	3-Year Average	Rural	3-Year Average	Rate Total	3-Year Average
2004	15	83	98	0.75		1.42		1.25	
2005	9	64	73	0.49		1.09		0.95	
2006	5	82	87	0.26	0.50	1.38	1.30	1.11	1.10
2007	3	63	66	0.15	0.30	1.10	1.19	0.86	0.97
2008	13	60	73	0.69	0.37	1.14	1.21	1.02	1.00
2009	5	69	74	0.27	0.37	1.22	1.15	0.98	0.95
GOAL									0.93

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

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.

Year	Unrestrained Deaths	3-Year Average
2002	36	36.0
2003	21	28.5
2004	36	31.0
2005	26	27.7
2006	35	32.3
2007	22	27.7
2008	27	28.0
2009	33	27.3
2010	32	30.7
GOAL 2012		27.0

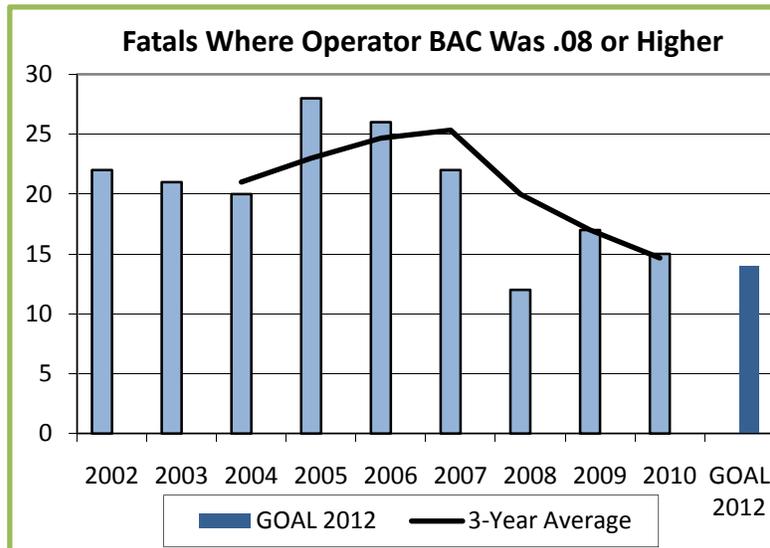


C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

GOAL: Vermont will decrease by 4.8 percent the three-year average fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above from 14.7 in 2008 through 2010 to a three-year average of 14.0 by December 31, 2012.

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

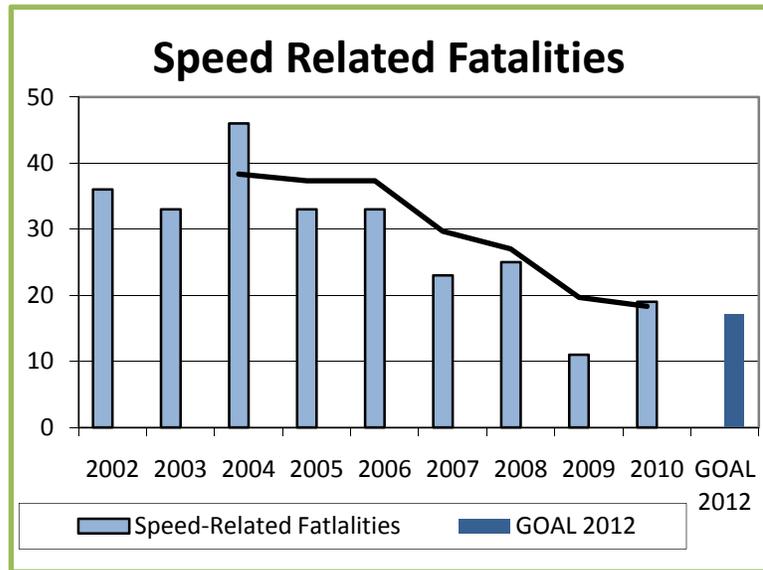
Year	FARS Count	After Imputation	
2002	21	22	
2003	21	21.0	21.5
2004	17	19.7	21.0
2005	27	21.7	23.0
2006	24	22.7	24.7
2007	21	24.0	25.3
2008	10	18.3	20.0
2009	16	15.7	17.0
2010	14	13.3	14.7
GOAL 2012			14.00



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

GOAL: Vermont will decrease by 7 percent the three-year average of speed-related fatalities from 18.3 in 2008 through 2010 to a three-year average of 17 by December 31, 2012.

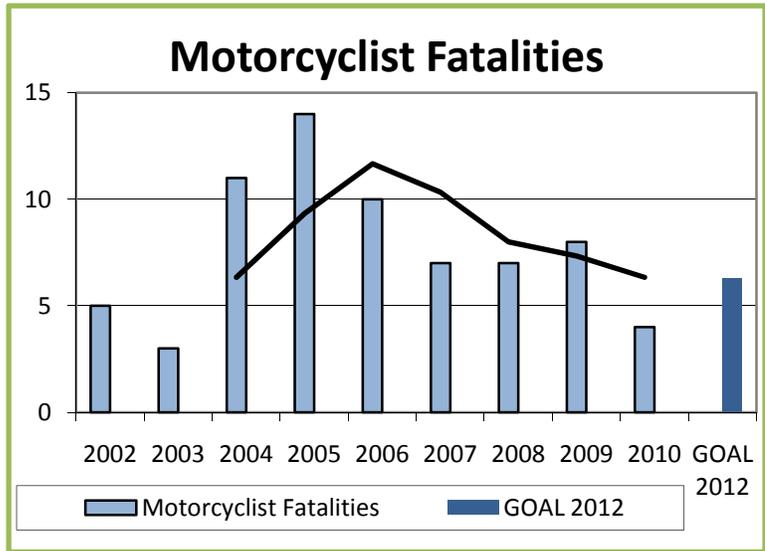
Year	Speed-Related Fatalities	3-Year Average
2002	36	33.5
2003	33	34.5
2004	46	38.3
2005	33	37.3
2006	33	37.3
2007	23	29.7
2008	25	27.0
2009	11	19.7
2010	19	18.3
GOAL 2012		17.0



C-7) Number of motorcyclist fatalities (FARS)

GOAL: Vermont will not increase the three-year average of motorcyclist fatalities from 6.3 in 2007 through 2010 during the period through December 31, 2012.

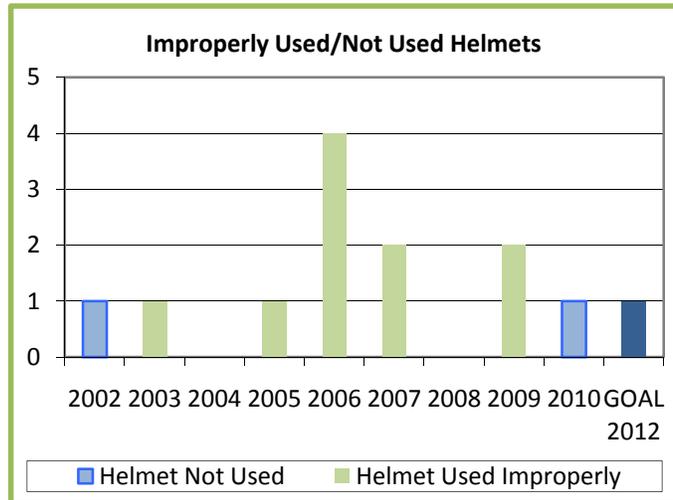
Year	Motorcyclist Fatalities	3-Year Average
2002	5	
2003	3	4.0
2004	11	6.3
2005	14	9.3
2006	10	11.7
2007	7	10.3
2008	7	8.0
2009	8	7.3
2010	4	6.3
GOAL 2012		6.3



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

GOAL: Vermont will maintain at two the three-year average of motorcyclists with non-compliant or no helmets from 2.00 in 2008 through 2010 to a three-year average of two by December 31, 2012.

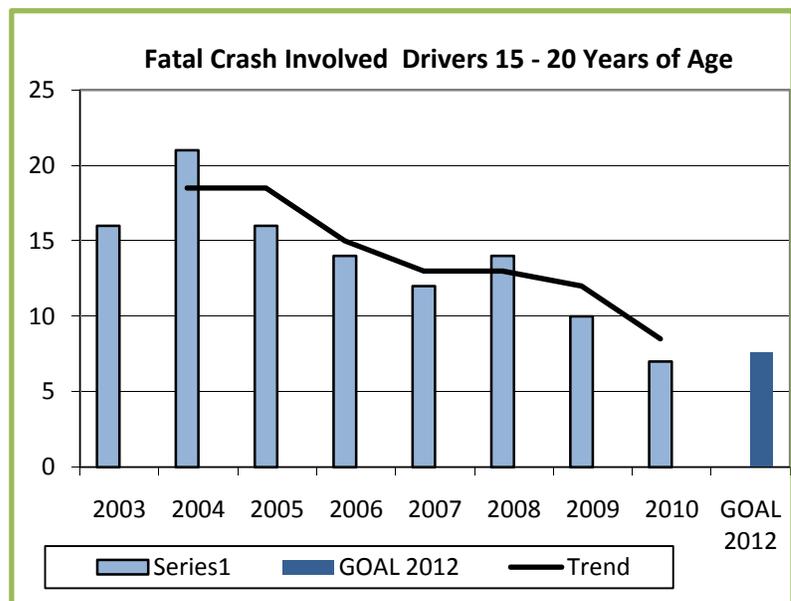
Year	Helmet Used	Helmet Not Used	Helmet Used Improperly
2002	4	1	
2003	2		1
2004	11		
2005	13		1
2006	6		4
2007	5		2
2008	7		
2009	8		2
2010	3	1	
GOAL 2012			2



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

GOAL: Vermont will decrease by 32 percent the three-year average of drivers age 20 or younger involved in fatal crashes from 10.3 in 2008 through 2010 to a three-year average of 7 by December 31, 2012.

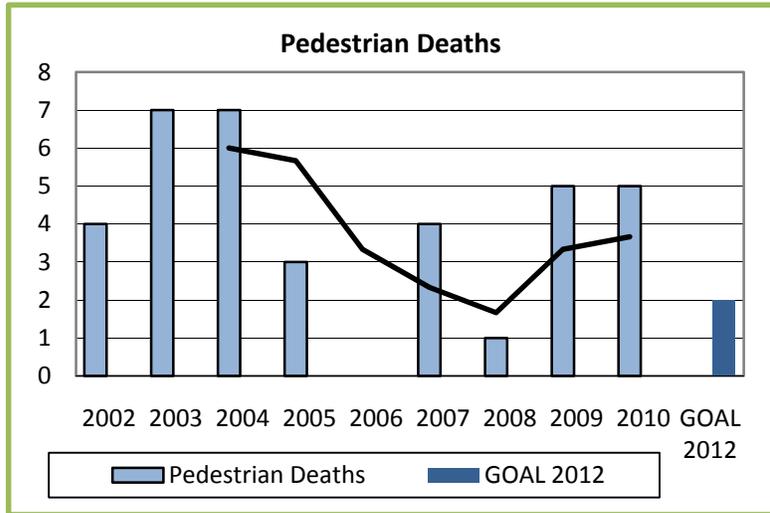
Year	Drivers 15 - 20 Years of Age	3-Year Average
2003	16	
2004	21	18.5
2005	16	17.7
2006	14	17.0
2007	12	14.0
2008	14	13.3
2009	10	12.0
2010	7	10.3
GOAL 2012		7



C-10) Number of pedestrian fatalities (FARS)

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.

Year	Pedestrian Deaths	3-Year Average
2002	4	
2003	7	5.5
2004	7	6.0
2005	3	5.7
2006	0	3.3
2007	4	2.3
2008	1	1.7
2009	5	3.3
2010	5	3.7
GOAL 2012		2

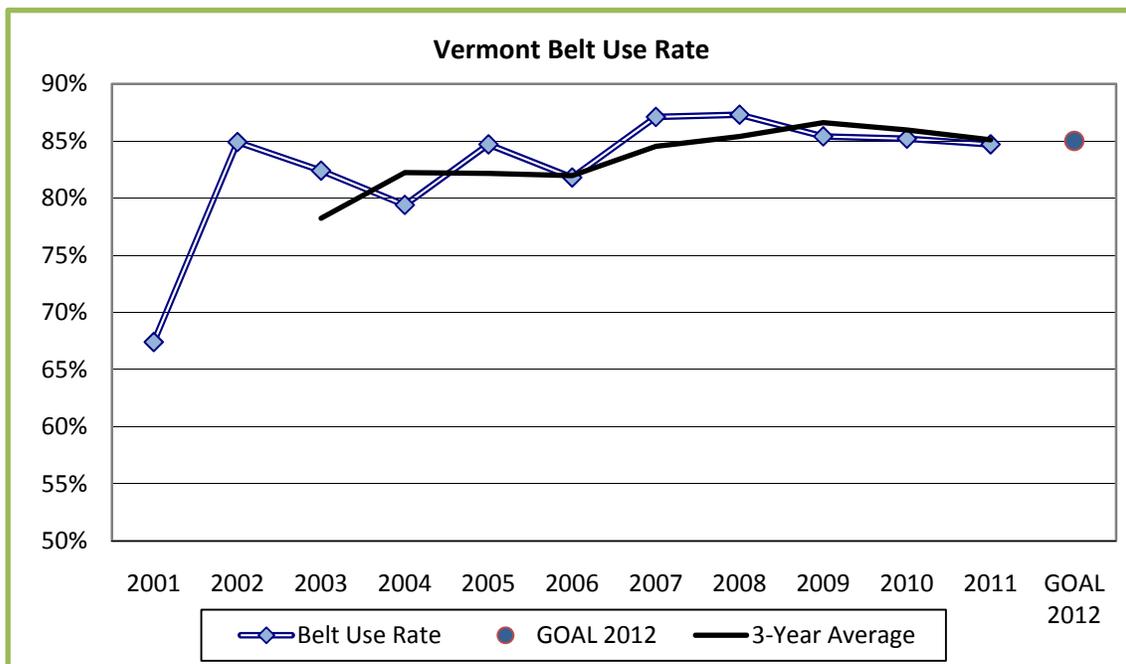


Behavioral Measures

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

GOAL: Vermont will maintain the observed seat belt use rate for passenger vehicles, front seat outboard occupants, at the three-year average rate of 85% in 2009 through 2012.

Year	Belt Use Rate	3-Year Average
2001	67.4%	
2002	84.9%	76.2%
2003	82.4%	78.2%
2004	79.4%	82.2%
2005	84.7%	82.2%
2006	81.8%	82.0%
2007	87.1%	84.5%
2008	87.3%	85.4%
2009	85.4%	86.6%
2010	85.2%	86.0%
2011	84.7%	85.1%
GOAL 2012		85%

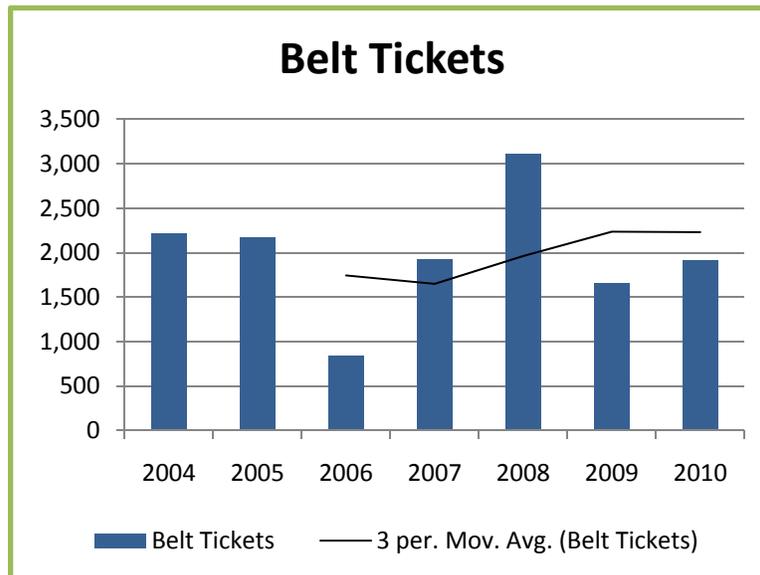


Performance Measures

A-1) Seat Belt Citations Issued

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

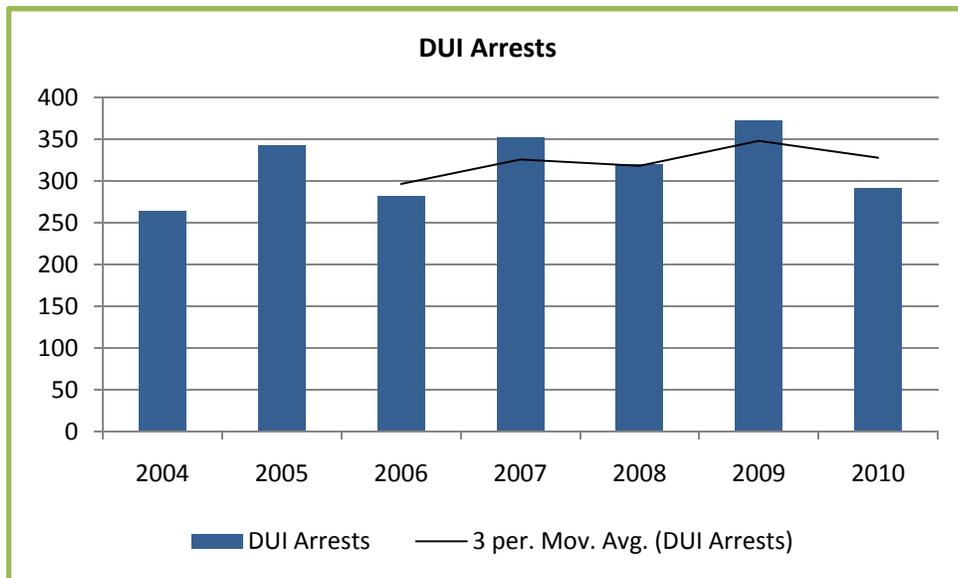
Year	Belt Tickets	3-Year Average
2004	2,219	
2005	2,177	
2006	841	1,746
2007	1,933	1,650
2008	3,118	1,964
2009	1,661	2,237
2010	1,919	2,233



A-2) Number of Impaired Driving Arrests

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

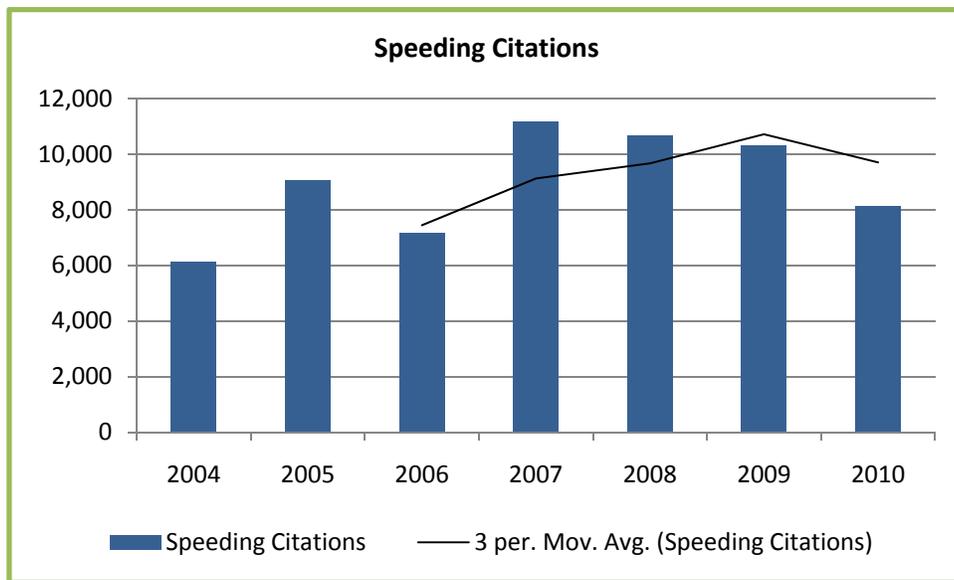
Year	DUI Arrests	3-Year Average
2004	264	
2005	343	
2006	282	296
2007	352	326
2008	320	318
2009	372	348
2010	291	328



A-3) Speeding Citations Issued

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

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



CARRY-FORWARD

NHTSA defines carry-forward funds as follows:

“Carry-forward funds” means those funds that a State has obligated but not expended in the fiscal year in which they were apportioned, that are being reprogrammed to fund activities in a subsequent fiscal year.

In preparing the 2012 budget, GHSP uses the funds that are expected to be apportioned in 2012 for activities that are of a recurring nature. Activities of a non-recurring or “one time only” nature can be budgeted from carry-forward funds.

In the various program areas that follow, each budget summary clearly indicates which projects are funded by the annual budget and which are funded from carry-forward funds.

In addition, GHSP must keep carry-forward funds in reserve so that, on October 1st of any given year, GHSP is able to continue paying staff, to honor contracts, to grant funds to our sub-grantees, and to begin projects as planned. Federal funds are not apportioned at the start of the federal fiscal year. Following are two examples of when federal funds arrive:

1. § 410 funds for 2011 had not arrived as of August 11, 2011. GHSP had been operating on carry-forward funds since October 1, 2010.
2. § 402 funds were apportioned as follows:

Date	Amount
10/26/2010	308,795
2/11/2011	439,253
4/8/2011	168,826
5/12/2011	844,651
Total	\$1,761,525

By mid-year of 2011, over \$1,300,000 in § 402 funds had been granted or contracted out.

GHSP is working to maintain 12 months of Carry-Forward in reserve for § 402 and § 410 funds in order to be able to continue operating without any break in our activities. Any funds in excess will be used for non-recurring projects as needed.

For 2012 there are seven months of § 402 funds and ten months of § 410 funds in the carry-forward reserve. Every year GHSP can expect that there will be unspent funds at the end of some grants and contracts. These unspent funds can be added to the carry-forward reserve and/or used for non-recurring projects.

For many of the other funding sources, for many years, there has been a one year lag in apportioning the funds so that GHSP is actually operating with year old funds.

GHSP is working to eliminate all funds that are more than two years old by spending down and/or obligating them. The federal rule indicates that any funds awarded four or more years from the current fiscal year that are unspent may be subject to recovery by the U.S. DOT.

Currently, there are § 164 Hazard Elimination Transfer funds and § 408 Traffic Records funds that date back to 2008. Vtrans has started spending the § 164 HE funds so that none will be recoverable. The Traffic Records Coordinating Committee has a plan for the § 408 funds such that, in two years, they will be operating with current funds only.

Carry-Forward: Project Summary

Project Title	Carry-Forward		Fund Source
	Projects	Reserve	
Local Grants for DUI Enforcement	\$337,500		§ 164 AL
VSP DUI Troopers	\$1,505,344		§ 164 AL
P & A for VSP DUI Troopers	\$332,234		§ 164 AL
§ 164 Hazard Elimination	\$2,000,000		§ 164 HE
Driver Education Assessment	\$25,000		§ 402 CP
Carry-Forward Reserve		\$49,000	§ 402 CP
Carry-Forward Reserve		\$372,000	§ 402 OP
Local and DMV Grants for Traffic Safety Enforcement	\$90,000		§ 402 PT
Carry-Forward Reserve		\$518,000	§ 402 PT
Program Evaluation	\$30,000		§ 402 TR
Carry-Forward Reserve		\$116,000	§ 402 TR
CIOT Paid Media	\$5,000		§ 405
Drug Recognition Expert Program	\$50,000		§ 410
Equipment Incentives	\$25,000		§ 410
Impaired Driving Assessment	\$25,000		§ 410
Breath Testing/Toxicology Assessment	\$85,000		§ 164 AL
Carry-Forward Reserve		\$900,000	§ 410
Equipment Incentives	\$300,000		§ 406
Traffic Records Assessment	\$25,000		§ 408
Traffic Records IT Coordinator	\$107,600		§ 408
Department of Public Safety Support of Traffic Records	\$101,900		§ 408
Traffic Records Coordination Committee Consultant	\$55,000		§ 408
Crash Data Collection Interface	\$151,520		§ 408
EMS Statewide Incident Reporting Network	\$50,000		§ 408
End User Crash Data Query Tool	\$35,000		§ 408
E-Citation - Business Plan Consultant	\$325,000		§ 408
E-Citation – Implementation	\$53,880		§ 408
Re-design of Seatbelt Survey	\$32,100		§ 408
CPS Program	\$28,689		§ 2011
Total All Funds	\$5,775,767	\$1,955,000	

Carry-Forward: Fund Summary

Total by Fund	Amount
Total § 164 Funds	\$4,260,078
Total § 402 Funds	\$1,200,000
Total § 405 Funds	\$5,000
Total § 406 Funds	\$300,000
Total § 408 Funds	\$937,000
Total § 410 Funds	\$1,000,000
Total § 2011 Funds	\$28,689
Total All Funds	\$7,730,767

ALCOHOL & OTHER DRUGS PROGRAM AREA

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

1. Project Title: Local Grants for DUI Enforcement

Local Sheriffs, Chiefs, and Constables utilize Highway Safety funds to enforce DUI laws by sustained year round in areas that are problematic for impaired driving. Grant funds will be utilized to reimburse departments for salaries of officers and vehicle mileage.

2. Project Title: Vermont State Police DUI Mobilization

Vermont State Police will dedicate troopers from the Traffic Safety Unit and troop command areas to address areas that are problematic for impaired driving, based on high crash and arrest data. This is done with high visibility enforcement and is carried out with saturation patrols and sobriety checkpoints during the December holiday season. Highway Safety funds will be used for overtime hours and vehicle charges.

3. Project Title: Vermont State Police DUI Troopers

The Vermont State Police dedicate a number of full-time DUI Troopers throughout the state. These highly motivated troopers are selected for their performance in sustained impaired driving enforcement and are committed to removing impaired drivers from our highways and reducing crashes.

4. Project Title: GHSP DUI Task Force

GHSP law enforcement liaisons recruit highly effective impaired driving enforcement officers from state, county and local agencies to conduct saturation patrols and sobriety checkpoints at times and locations based on data for effective deterrence and high visibility. Events will also be planned with a goal to deter and identify impaired motorcyclists around the state based on specific impaired motorcyclist arrests and crashes.

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

Crash data is evaluated to determine the target audience for paid media in support of impaired driving mobilizations. This information is used to shape the media message and to determine placement of the message. Coupled with earned media, it is designed to increase awareness of law enforcement presence and the likelihood of apprehension of impaired drivers. Paid media will be used to support the Labor Day national mobilization, and the traditional Vermont December holiday season, as well, at a time when impaired driving crashes increase in this state. We will also target high risk areas outside of the mobilization periods.

6. Project Title: Traffic Safety Resource Prosecutor

Located in the Department of State's Attorneys and Sheriffs, the TSRP supports a legal system of enforcement and prosecution that provides subject matter expertise in impaired driving and other traffic safety related legal issues. The TSRP provides research, training, legal support, policy and procedure guidance as well as education concerning Vermont laws on impaired driving, and other traffic safety issues to the law enforcement and judicial community.

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

GHSP supports an advisory board and training program to offer DRE support to the State's impaired driving enforcement program. NHTSA and IACP criteria and training are implemented with a careful eye to geographic distribution. Funds are utilized to pay for training, conferences, equipment, and when necessary, overtime call-out pay and sample testing. Program oversight is provided by the DRE committee. GHSP will also support the costs of a DRE test case when the need arises.

8. Project Title: Mobilization Equipment Incentives

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

- Portable breath testing devices
- Checkpoint sign packages
- In-car camera recording systems

9. Project Title: Laboratory Support Program

The Department of Public Safety Forensic Laboratory will be increasing capacity and services for both law enforcement breath and blood testing. Technical laboratory equipment and supplies will need to be purchased and maintained to provide quality services throughout the state for forensic testing and successful prosecution on impaired driving cases.

10. Project Title: Impaired Driving Assessment

NHTSA will conduct an impaired driving assessment that will give GHSP an opportunity to conduct a review of their efforts to control impaired driving by an outside team of nationally recognized experts. The assessment team meets with State officials including highway safety personnel, and hears testimony from individuals invited by the State to testify concerning the strengths and weaknesses of the State's program. The team then uses this information to assess the State's impaired-driving program. The assessment examines the strengths and weaknesses of a State's overall impaired-driving program and contains recommendations, some of which have been designated as priority recommendations, concerning ways in which the State can improve or enhance its impaired-driving programs.

11. Project Title: Breath Testing / Toxicology Assessment

A consultant will assess and determine needs for the transfer of the breath and blood testing program for impaired driving cases from the Department of Health to the Department of Public Safety. The

assessment will analyze staff, equipment, policies and processes, working space and resources needed to operate an effective program.

12. Project Title: Carry-Forward Reserve

See page 24.

Alcohol: Budget Summary

Project Title	Budget Annual	Budget Carry-Forward	Budget Source
1. Local Grants for DUI Enforcement		337,500	\$ 164 AL
2. Vermont State Police High Visibility DUI Mobilization	25,000		\$ 410
3. VSP DUI Troopers		1,505,344	\$ 164 AL
4. GHSP DUI Task Force	150,000		\$ 410
5. Paid Media to Support Enforcement and Education	167,500		\$ 410
6. Traffic Safety Resource Prosecutor	96,000		\$ 410
7. Drug Recognition Expert Program	58,000	50,000	\$ 410
8. Mobilization Equipment Incentives		25,000	\$ 410
9. Laboratory Support Program	121,500		\$ 410
10. Impaired Driving Assessment		25,000	\$ 410
11. Breath Testing / Toxicology Assessment		85,000	\$ 164 AL
12. Carry-Forward Reserve		900,000	\$ 410
§ 402 Total	0		
Total All Funds	3,545,844		

OCCUPANT PROTECTION PROGRAM AREA

Goal: Educate the public about the social and personal dangers of not buckling up and not using child restraints in order to change behavior of the general public, and create sufficient deterrence.

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

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

2. Project Title: Click It or Ticket Paid Media

Vermont’s “Click It or Ticket” enforcement campaign promotes seat belt use to reduce highway fatalities. The mobilization is conducted annually with law enforcement agencies, and traffic safety advocates. Traditional media is utilized, specifically radio and television, and insert spots into programming/content which draws the highest number of Vermonters, with high consideration geared towards Men 18-34. Tactics are designed by data collection based on areas with low seat belt rates, the platforms utilized to address those areas are broadcast television, cable television, online media, radio, and social media.

The analysis, negotiation, and placement of media are coordinated through a contract with a marketing communications agency. GHSP and the Agency of Transportation have combined their media under the same contract which gives both agencies a greater media buy. Each campaign’s purpose is thoroughly reviewed and evaluated to make sure the right message will be delivered to the right audience with the right media channels. The primary target for the campaigns are young men 18-34, with a skew toward less education, less household income and single. In addition paid advertising is negotiated to deliver a value-added return, including bonus or PSA spots, programming sponsorships, and editorial opportunities such as radio interviews. In addition to paid media, GHSP extends the reach and frequency of its messaging through creative partnerships which deliver primarily unfunded and pro bono.

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

Using data to identify the geographical areas that are the most at risk, we will experiment with strong media messages specifically targeting the individuals concerned. We will determine which media platforms will best reach the target audience.

4. Project Title: Child Passenger Safety Statewide Program

This comprehensive program is designed to assist the public through the development and distribution of materials, displays, a toll free information line, training and education. The program recruits, trains

and maintains a network of certified safety seat technicians. These technicians are supported with materials for safety seat installation, manuals, recall notices, monitoring and update training. Vermont fitting stations and clinics are available statewide and are equipped with appropriate materials and low cost seats. A low cost car seat distribution program also supports the Fitting Stations. Data collected is maintained to determine outreach needs, monitoring technicians and supports certification. Ongoing classes in special needs, school bus, CPS awareness, public service drivers, transport in ambulances, OP training for new law enforcement recruits, and pediatric nurse trainings are ongoing. Certification and technical update trainings are held annually. This program includes a program manager and support staff. The CPS program is outsourced to a non-profit organization.

5. Project Title: Carry-Forward Reserve

See page 24.

Occupant Protection: Budget Summary

Project Title	Budget Annual	Budget Carry-Forward	Budget Source
1. GHSP CIOT Task Force	175,000		\$ 402
2. CIOT Paid Media	50,000		\$ 402
	120,000	5,000	\$ 405
3. Belts Paid Media - Special Target Areas	15,000		\$ 402
4. Child Passenger Safety Statewide Program	189,974		\$ 402
	81,337	28,689	\$ 2011
5. Carry-Forward Reserve		372,000	\$ 402
\$ 402 Total	801,974		
Total All Funds	1,037,000		

POLICE TRAFFIC SERVICES PROGRAM AREA

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

1. Project Title: Vermont State Police Traffic Safety Enforcement

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

2. Project Title: Local and DMV Grants for Traffic Safety Enforcement

More than 7,000 hours of Traffic Safety Enforcement will be provided by local sheriffs, chiefs, and constables to address local highway safety problems, based on crash data. Grant funds will be utilized to reimburse departments for salaries of officers and vehicle mileage.

3. Project Title: Police Traffic Services Program Manager

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

4. Project Title: Police Training Programs

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

5. Project Title: Mobilization Equipment incentives

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

- Portable breath testing devices
- Checkpoint sign packages
- In-car camera recording systems

6. Project Title: Carry-Forward Reserve

See page 24.

Police Traffic Services Program Area: Budget Summary

Project Title	Budget Annual	Budget Carry-Forward	Budget Source
1. Vermont State Police Traffic Safety Enforcement	125,000		\$ 402
2. Local and DMV Grants for Traffic Safety Enforcement	235,000	90,000	\$ 402
3. PTS Program Management	75,000		\$ 402
4. Police Training Programs	10,000		\$ 402
5. Mobilization Equipment Incentives		300,000	\$ 406
6. Carry-Forward Reserve		518,000	\$ 402
\$ 402 Total	1,053,000		
Total All Funds	1,353,000		

LAW ENFORCEMENT SUPPORT ACTIVITIES

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

1. Project Title: Vermont Law Enforcement Challenge

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

2. Project Title: Law Enforcement Liaisons

As enforcement has become a more significant and an effective component of the overall highway safety program, planning and management of police initiatives is critical. Our team of individual Liaisons for Vermont law enforcement is tasked with increasing the number of law enforcement departments to participate in highway safety programs, and work with them to ensure the best results for the police agencies and highway safety program. The budgets for the two Liaisons cover salaries, in-state mileage, operating expenses, and travel to conferences such as IACP, LEL trainings, as well as national and regional training and conferences for state, county and town police leaders, in order to bring the most current information and enforcement trends back to Vermont departments.

3. Project Title: Enforcement Task Force Court Fund

GHSP sponsored local and task force enforcement generates traffic citations for which the issuing officers must appear in court sometimes months after the close of the grant funded enforcement period. This special fund reimburses officer time and travel for such court appearances. We support this aggressive pursuit of traffic citations issued on our programs.

4. Project Title: Preliminary Breath Test Repair Fund

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

5. Project Title: Public Information and Education Materials

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

6. Project Title: Immobilization and Forfeiture

GHSP reimburses Vermont Law Enforcement agencies for expenses incurred for the immobilization and forfeiture of vehicles involved in a DUI arrest.

Law Enforcement Support: Budget Summary

Project Title	Budget Annual	Budget Carry-Forward	Budget Source
1. Vermont Law Enforcement Challenge	12,500		\$ 402
	12,500		\$ 410
2. Law Enforcement Liaisons	94,000		\$ 402
	94,000		\$ 410
3. GHSP Task Force – Court Fund	4,000		\$ 402
4. Preliminary Breath Test Repair Fund	3,000		\$ 410
5. Public Information and Education Materials	15,000		\$ 402
	15,000		\$ 410
6. Immobilization and Forfeiture	2,000		\$ 410
§ 402 Total	125,500		
Total All Funds	252,000		

MOTORCYCLE SAFETY PROGRAM AREA

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

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

Replacement motorcycles and storage containers are a high priority for the Department of Motor Vehicles, due to wear and tear, and a failure of funds generated by the program to keep up with inflation. This equipment along with startup materials and other equipment will be utilized at State-run official training sites only, under the auspices of State site managers and instructors. During May, 2012 (Motorcycle Awareness Month), The Department of Motor Vehicles will also provide a motorcycle awareness campaign using paid media and PSA's.

Motorcycle Safety Program Area: Budget Summary

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

TRAFFIC ENGINEERING SERVICES PROGRAM AREA

Goal: Utilize 164 funds to address high crash locations.

1. Project Title: Hazard Elimination Program

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

Traffic Engineering Services Program Area: Budget Summary

Project Title	Budget Annual	Budget Carry-Forward	Budget Source
1. Hazard Elimination Projects	3,322,346	2,000,000	\$ 164
402 Total	0		
Total All Funds	5,322,346		

COMMUNITY EDUCATIONAL PROGRAMS

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

1. Project Title: Local Law Enforcement Educational Programs

Local law enforcement agencies will be implementing education programs targeted at younger drivers and working to reduce distracted driving and increase seat belt use. Essex County intends to increase their belt use rate to meet statewide averages using law enforcement and educational presentations at driver's education classes and local community events. Orange and Bennington Counties plan to go into the local schools and do interactive curriculums that aim to increase awareness of the risks of driving while texting.

2. Project Title: Local Motion Safe Streets Coalition

Local Motion is a member-supported non-profit organization promoting people-powered transportation and recreation for healthy and sustainable Vermont communities. The Safe Streets Collaborative is a broad-based campaign led by non-profits and local governments from across Chittenden County and funded by GHSP. Their goal is to reduce bike-pedestrian/motor vehicle crashes by building a culture of respect on our streets and sidewalks. Their philosophy is that everyone has a part to play – cyclists, pedestrians and motorists alike. Based on the bike-pedestrian accidents in the VT crash database, Local Motion will target problem intersections and use outreach to target demographic groups that are more likely to be involved in crashes.

3. Project Title: Vermont Teen Leadership Safety Program

The purpose of Vermont Teen Leadership Program (VTLSP) is to support Vermont teens making healthy choices. It provides them with adult support; knowledge of issues such as alcohol/other drug use, traffic safety, risk taking behaviors and leadership skills to promote a healthy, safe lifestyle among their peers. GHSP has shifted funding away from supporting the SADD-focused parts of the program and directed VTLSP to increase their emphasis on using evidence-based practice including partnering with law enforcement, use peer-led refusal skills instruction at the schools and to assess each chapter's level of activity in more detail so that program evaluation can be performed more effectively.

4. Project Title: Vermonters' Victim Impact Panel

The DUI Victim Impact Panel program 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. The program will begin tracking program participant recidivism rates in 2012.

5. Project Title: VSP Educational Program

This project allows the Vermont State Police to meet public demand for highway safety presentations in businesses, schools and other community groups. The overall goal is to provide education in conjunction with the enforcement being provided to the public at large. Surveys at the beginning and

end of each presentation will assess what was retained by program participants. Educational areas include impaired driving, speeding, distracted driving, occupant protection, and motorcycle safety (focusing on helmets).

6. Project Title: Workplace Traffic Safety Program

Project Roadsafe is a workplace driver's safety program located in the Worker's Compensation & Safety Division of the Vermont Department of Labor. The mission of Project Roadsafe is to help Vermont businesses create a safe workplace for their drivers, decrease distracted driving, to reduce impaired driving, and to increase the use of seatbelts. Programming in 2012 will use the motor vehicle crashes in the First Report of Injury data from the Vermont Department of Labor database to target VT companies with high numbers of crashes, and target outreach to demographic groups that are more likely to be involved in workplace crashes.

7. Project Title: Youth Safety Council of Vermont

The Youth Safety Council of Vermont was formed in 2005 to promote and support youth safety programs, education, initiatives and studies; partner with youth safety experts and advocates to sustain and improve existing programs; increase public awareness of youth safety issues; support and conduct educational and informational activities and increase public awareness of youth safety issues. This project involves giving educational presentations at drivers' education classes around Vermont using the VT DMV curriculum 'Turn Off Texting' utilizing the Golf Cart. Surveys will be given before the intervention, just after and then several months later at the end of the drivers' education classes to measure the effectiveness of the program.

8. Project Title: Lifesaver "Highway Heroes" Awards

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

9. Project Title: Media Production Contractor

Production of paid and earned media messages for alcohol, occupant protection, speed and aggressive driving, and child passenger safety messages are an ongoing need. GHSP uses a local production resource to tag media obtained from NHTSA and other states with the Vermont Governor's Highway Safety local message.

10. Project Title: Community Programs Manager

Grant management is provided by a staff member who ensures GHSP policies are followed, enforcement strategies are effective and compliant with best practices and grant documents, and financial transactions are properly documented and accurately reported. This staff member monitors financial management systems, performance, makes recommendations for improvement, and arranges for training when required. The staff member monitors in office, by telephone, and makes field trips.

Systems are developed to improve monitoring processes and track financial spend down and safety accomplishments.

11. Project Title: Public Information Officer

A Public Information Officer ensures statewide coverage of highway safety mobilizations, organizes public service and paid media campaigns, develops educational materials for the public, maximizes the impact of prevention activities, designs and implements public outreach efforts, and manages website content. The PIO assists sub grantees and partners in developing clear, reasonable goals for their campaigns, designs materials, and recommends appropriate evaluation tools. Subgrantees submit P I & E materials for the PIO's approval.

12. Project Title: Driver Education Assessment

This assessment will provide the State of Vermont (through the Department of Motor Vehicles) an overview of the program's current status, noting the programs strengths, weaknesses and provides recommendations for improvement. The assessment is used as a management tool for planning purposes and for making decisions about how to best use available resources. The driver education program assessment process provides an organized approach for meeting these objectives and is based on the recommendations in *Novice Teen Driver Education and Training Administrative Standards*.

13. Project Title: Carry-Forward Reserve

See page 24.

Community Education Programs: Budget Summary

Project Title	Budget Annual	Budget Carry-Forward	Budget Source
1. Local Law Enforcement Educational Programs	17,400		\$ 402
2. Local Motion Safe Streets Coalition	45,000		\$ 402
3. VSP Educational Program	8,500		\$ 402
	8,500		\$ 410
4. Vermont Teen Leadership Safety Program	100,000		\$ 402
	100,000		\$ 410
5. Vermonters' Victim Impact Panel	17,500		\$ 410
6. Youth Safety Council of Vermont	45,000		\$ 402
7. Workplace Traffic Safety Program	47,500		\$ 402
	47,500		\$ 410
8. Lifesaver "Highway Heroes" Awards	8,000		\$ 402
9. Media Production	1,500		\$ 402
	1,500		\$ 410
10. Community Programs Manager	80,000		\$ 402
11. Public Information Officer	80,000		\$ 402
12. Driver Education Assessment		25,000	\$ 402
13. Carry-Forward Reserve		49,000	\$ 402
402 Total	506,900		
Total All Funds	681,900		

EVALUATION AND DATA COLLECTION

Goal: Ensure highway safety funds are utilized effectively to address priority issues by using a data driven approach.

1. Project Title: Traffic Safety Crash Analyst

A crash data analyst works within the Traffic Operations of Vermont State Police, in support of all statewide enforcement agencies. Data from multiple sources are coordinated and presented for all agencies for problem identification and countermeasure selection.

2. Project Title: Annual Safety Belt Surveys

We will conduct two annual observational surveys. Observers will conduct the surveys in accordance with NHTSA standards, both pre- and post-Click It or Ticket mobilization. The survey will change in 2012 to correspond with NHTSA's uniform criteria.

3. Project Title: Attitude Survey

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

4. Project Title: Program Evaluation

GHSP is striving to evaluate one major program area per year. In 2012, youth programs are scheduled for review. These evaluations will be used to fine-tune programs and help plan resource commitments. The Child Passenger Safety Program is currently under consideration for evaluation in 2012, as well as several other programs.

5. Project Title: Grants Management / Data Support

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

6. Project Title: Carry-Forward Reserve

See page 24.

Evaluation and Data Collection: Budget Summary

Project Title	Budget Annual	Budget Carry-Forward	Budget Source
1. Traffic Safety Crash Analyst	62,000		\$ 402
2. Annual safety belt surveys	30,000		\$ 405
	10,000		\$ 402
3. Attitude Survey	10,000		\$ 402
	10,000		\$ 410
4. Program Evaluation		30,000	\$ 402
5. Grants Management / Data Support	70,000		\$ 402
6. Carry-Forward Reserve		116,000	\$ 402
402 Total	298,000		
Total All Funds	338,000		

PROGRAM ADMINISTRATION

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

Funding will be utilized to reimburse the State for certain administrative functions required to run highway safety program grants and activities. The total of Program Administration may not exceed 10% of the current year's corresponding funding source.

P&A: Budget Summary

Project Title	Budget Annual	Budget Carry-Forward	Budget Source
1. Single Audit Program Share	4,900		\$ 402
		2,000	\$ 164
2. DII (internet-related expenses)	2,000		\$ 402
3. GHSA Dues	3,150		\$ 402
		1,350	\$ 164
4. VISION Accounting Program Share	16,500		\$ 402
		6,000	\$ 164
5. Storage	1,200		\$ 402
6. GHSP Partners' Travel and Training	10,483		\$ 402
7. Operating Costs	36,920		\$ 402
		15,600	\$ 164
8. Program Support Materials	8,000		\$ 402
9. GHSP Chief	57,000		\$ 402
	57,000		\$ 410
10. DPS Accounting Support of GHSP	36,000		\$ 402
11. P & A for VSP DUI Troopers		307,284	\$ 164
402 Total	176,153		
Total All Funds	508,387		

§ 408 TRAFFIC RECORDS PROGRAM AREA

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

1. Project Title: Traffic Records Assessment

This is a requirement by NHTSA that the Vermont Traffic Records system be assessed a minimum of every five years. The next Vermont Traffic Records Assessment will take place in 2012 during the month of March or April.

2. Project Title: Traffic Records IT Coordinator

This position is a result of the requirement for unbiased Information Technology (IT) oversight on the Crash project. The person in this position provides guidance and technology research results on the Crash Data Collection Interface and all IT Traffic Records related projects in progress or in the planning stages.

3. Project Title: DPS Support of Traffic Records

This position will research and co-ordinate updates and enhancements for the Vermont Traffic Records Coordination Committee (TRCC) and OTS which assist in determining potential areas of action in automating highway safety related processes such as eCitation, eWarning, Web Crash and Bias Free Policing.

4. Project Title: TRCC Consultant

Primary responsibilities include providing administrative support to the TRCC, monitoring statewide data program compliance, coordinating sharing data between agencies, updating the VT Traffic Records Strategic Plan, developing VT annual progress reports for NHTSA and preparing the 408 application.

5. Project Title: Crash Data Collections Interface

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

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

This project continues to enroll EMS agencies to input data into SIREN through training. The project also seeks to enhance reporting capabilities through Strategic Triggers and Reporting Software (STAR) and Mapping and Reporting Software (MARS) and probabilistic matching of Crash and SIREN records.

7. Project Title: End User Crash Data Query Tool

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

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

This project uses the state’s RFP process to select a vendor who will research and foster a master business plan to help in the development of the statewide electronic traffic citation (eCitation), electronic traffic warning (eWarning), and a bias free policing (racial profiling) electronic data gathering applications.

9. Project Title: E-Citation - Implementation

This project will use the eCitation master business plan from Project #8 to generate the necessary RFPs to secure the proper vendor(s) services which will build and implement the actual statewide eCitation, eWarning, and bias free policing applications.

10. Project Title: Re-design of Seatbelt Survey

This is a NHTSA-required re-design of the annual GHSP seatbelt survey.

Traffic Records Program Area: Budget Summary

Project Title	Budget Annual	Budget Carry-Forward	Budget Source
1. Traffic Records Assessment		25,000	\$ 408
2. Traffic Records IT Coordinator		107,600	\$ 408
3. Department of Public Safety Support of Traffic Records		101,900	\$ 408
4. Traffic Records Coordination Committee (TRCC) Consultant		55,000	\$ 408
5. Crash Data Collection Interface		151,520	\$ 408
6. EMS Statewide Incident Reporting Network (SIREN)		50,000	\$ 408
7. End User Crash Data Query Tool		35,000	\$ 408
8. E-Citation - Business Plan Consultant		325,000	\$ 408
9. E-Citation – Implementation	500,000	53,880	\$ 408
10. Re-design of Seatbelt Survey		32,100	\$ 408
402 Total	0		
Total All Funds	1,437,000		

CERTIFICATIONS AND ASSURANCES

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

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

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

Certifications and Assurances

Section 402 Requirements

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

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

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

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

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

- National law enforcement mobilizations,
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,
- An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.

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

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

Other Federal Requirements

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

The same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations. 49 CFR 18.41.

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

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

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

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

Federal Funding Accountability and Transparency Act (FFATA)

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

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

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

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace.
 2. The grantee's policy of maintaining a drug-free workplace.
 3. Any available drug counseling, rehabilitation, and employee assistance programs.
 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --

1. Abide by the terms of the statement.
 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
 - f. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
 1. Taking appropriate personnel action against such an employee, up to and including termination.
 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
 - g. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

Buy America Act

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

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

POLITICAL ACTIVITY (HATCH ACT)

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

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

RESTRICTION ON STATE LOBBYING

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

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

However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

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

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

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or

voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

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

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

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

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

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

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to 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 TO BAN TEXT MESSAGING WHILE DRIVING

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

- (1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
 - a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or
 - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.

- (2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –
 - a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
 - b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

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



Governor's Representative for Highway Safety

Vermont

State or Commonwealth

2012

For Fiscal Year



Date

U.S. Department of Transportation National Highway Traffic Safety Administration Federal Highway Administration
HIGHWAY SAFETY PROGRAM COST SUMMARY

State: **VERMONT**

Number: **Preliminary**

August 11, 2011

Federally Funded Programs						
Program Area	Approved Program Costs	State/ Local Funds	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
AL – Alcohol Projects	\$0	\$0	\$0	\$0	\$0	\$0
CP – Community Projects	\$506,900	\$0	\$432,900	\$74,000	\$506,900	\$268,900
DE – Driver Education Projects	\$0	\$0	\$0	\$0	\$0	\$0
EM – Emergency Medical Projects	\$0	\$0	\$0	\$0	\$0	\$0
MC – Motorcycle Traffic Safety Projects	\$0	\$0	\$0	\$0	\$0	\$0
OP – Occupant Protection Projects	\$801,974	\$0	\$429,974	\$372,000	\$801,974	\$429,974
PA – Program Administration Projects	\$176,153	\$176,153	\$176,153	\$0	\$176,153	\$0
PT – Police Traffic Services Projects	\$1,178,500	\$696,344	\$570,500	\$608,000	\$1,178,500	\$552,305
SC – Speed Control Projects	\$0	\$0	\$0	\$0	\$0	\$0
TR – Traffic Records Projects	\$298,000	\$0	\$152,000	\$146,000	\$298,000	\$0
2012 402 Total	\$2,961,527	\$872,497	\$1,761,527	\$1,200,000	\$2,961,527	\$1,251,179
SAFETEA-LU						
164 – Hazard Elimination Projects	\$5,322,346	\$0	\$3,322,346	\$2,000,000	\$5,322,346	\$0
164 – Alcohol Transfer Funds Projects	\$2,260,078	\$0	\$0	\$2,260,078	\$2,260,078	\$1,090,172
405 – Occupant Protection Projects	\$155,000	\$465,000	\$150,000	\$5,000	\$155,000	\$125,000
406 – Belt Use Incentive Projects	\$300,000	\$0	\$0	\$300,000	\$300,000	\$300,000
408 – Data Program Incentive Projects	\$1,437,000	\$359,250	\$500,000	\$937,000	\$1,437,000	\$201,520
410 – Alcohol Traffic Safety Projects	\$1,986,500	\$5,959,500	\$986,500	\$1,000,000	\$1,986,500	\$659,700
2010 – Motorcycle Safety Incentive Projects	\$100,000	\$0	\$100,000	\$0	\$100,000	\$100,000
2011 – Child Seat Projects	\$110,026	\$110,026	\$81,337	\$28,689	\$110,026	\$110,026
2012 SAFETEA Total	\$11,670,950	\$6,893,776	\$5,140,183	\$6,530,767	\$11,670,950	\$2,586,418
NHTSA TOTALS	\$14,632,477	\$7,766,273	\$6,901,710	\$7,730,767	\$14,632,477	\$3,837,597

State Official Authorized Signature:

SIGNATURE:



Keith W. Flynn, Commissioner

TITLE:

Governor's Representative

DATE:



NHTSA Official Authorized Signature:

SIGNATURE:

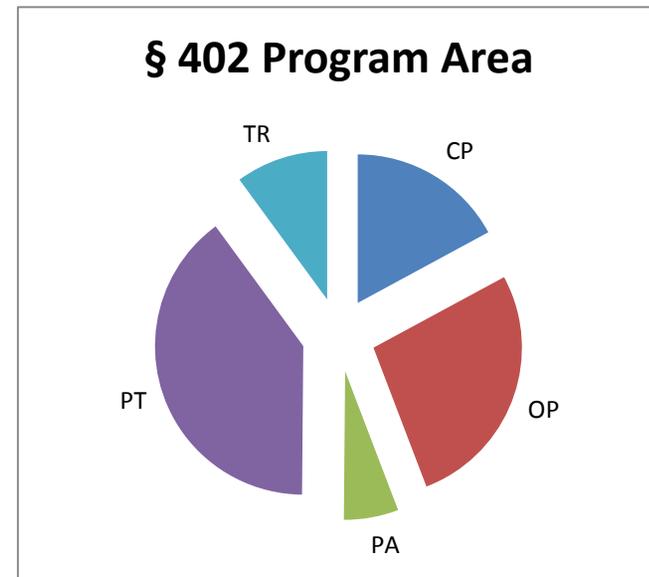
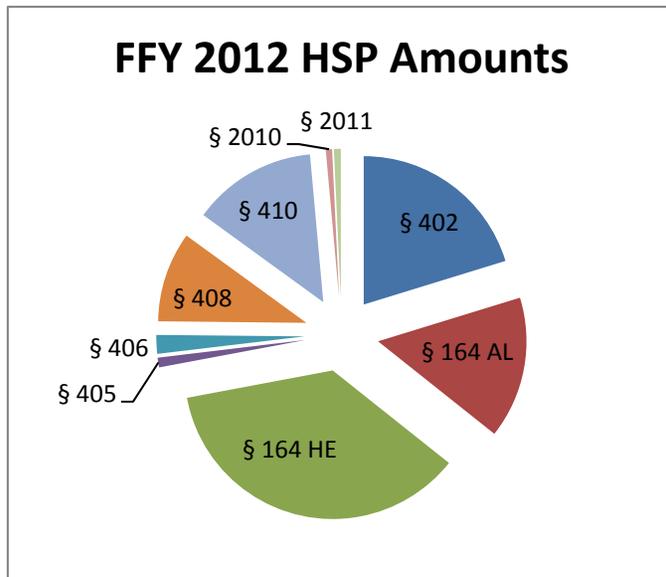
Philip Weiser

TITLE:

Regional Administrator

DATE:

2012 FUNDING CHARTS



Source	
§ 402	\$2,961,527
§ 164 AL	\$2,260,078
§ 164 HE	\$5,322,346
§ 405	\$155,000
§ 406	\$300,000
§ 408	\$1,437,000
§ 410	\$1,986,500
§ 2010	\$100,000
§ 2011	\$110,026
	\$14,632,477

§ 402 Program Area	
AL	\$0
CP	\$506,900
EM	\$0
MC	\$0
OP	\$801,974
PA	\$176,153
PT	\$1,178,500
SC	\$0
TR	\$298,000
	\$2,961,527