



State of Vermont

Governor's Highway Safety Program



2015

Highway Safety Plan

"Toward Zero Deaths"

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Governor's Highway Safety Program

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Contents

- Mission Statement.....3
- Executive Summary4
- Highway Safety Planning Process7
 - Statewide Data and Strategic Planning 13
 - Grant Funding Process, FFY 2015 19
 - Planning Calendar..... 20
 - Planning Processes and Data..... 22
 - Introduction to Vermont 26
 - Problem Identification and Data Used 28
 - Critical Emphasis Areas (CEA) and Strategy Matrix..... 30
 - Significant Emphasis Areas 32
 - Special Emphasis Areas 33
- Performance Targets 34
- Performance Reports 53
 - Results for December 31, 2013 53
 - Projected Results for December 31, 2014..... 54
- Performance Plan Project Descriptions..... 57
 - Occupant Protection..... 57
 - Impaired Driving 65
 - Law Enforcement Support..... 82
 - Community Educational Programs 89
 - Motorcycle Safety..... 98
 - Traffic Records..... 101
 - Evaluation and Data Collection 105
 - Paid Media..... 109
 - Alcohol and Impaired Driving 109
 - Occupant Protection..... 114
 - Planning and Administration 118
- §405(b) Occupant Protection 120
 - Program Background..... 120
 - Program history 120

Qualification Criteria for All States FFY 2015:	126
Occupant Protection Plan.....	126
Participation in Click It or Ticket National Mobilization	130
Child Restraint Inspection Stations.....	131
Child Passenger Safety Technicians.....	133
Maintenance of Effort	134
Additional Qualification Criteria for Lower Seat Belt Use Rate State.....	134
Primary Enforcement Seat Belt Use Law	134
Occupant Protection Laws.....	134
Seat Belt Enforcement Plan.....	135
High Risk Population Countermeasure Programs	140
Comprehensive Occupant Protection Program.....	146
Occupant Protection Program Assessment.....	146
§405(c) Traffic Records.....	147
Qualification Criteria	147
TRCC Charter.....	147
Meeting schedule, reports and policy guidance documents from preceding twelve months	147
TRCC Membership list	147
Name and title of the State’s Traffic Records Coordinator	148
A Copy of the Strategic Plan	149
Written description of preceding twelve months performance measures.....	149
Certification of TR assessment conducted/updated within the five years prior to application	149
§405(d) Impaired Driving.....	151
Federal Fiscal Year 2015, Impaired Driving Program	155
Vermont Impaired Driving Strategies.....	158
Impaired Driving Performance Measures	159
Use of Grant Funds.....	160
§405(f) Motorcyclist Safety	164
Qualification Criteria:	164
Criterion 1: Motorcycle Rider Training Course.....	164
Summary by County	170
Certified Instructors.....	171
Quality Control Procedures:	173

Criterion 2: Motorcyclist Awareness Program	175
Criterion 3: Reduction of fatalities and Crashes Involving Motorcycles	175
Criterion 4: Impaired Driving Program	176
Legal Citations	178
Enforcement Implemented (Countermeasures):	184
Criterion 5: Reduction of Fatalities and accidents involving impaired motorcyclists	187
Criterion 6: Use of fees collected from motorcyclists for motorcycle programs	187
Highway Safety Performance Cost Summary (HS-217)	188
Financial Funding Charts	185
Other Funding Sources	187
Appendix A to Part 1200.....	188
Appendix D	219
Appendix E (Traffic Records TRIPRS Application)	220

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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

The staff of the State of Vermont, Governor's Highway Safety Program (GHSP), under the direction of the Commissioner of Public Safety and on behalf of the Vermont Governor, respectfully submit the state's Federal Fiscal Year 2015 (FFY 2015) Highway Safety Plan (HSP). GHSP continues working in partnership with the program's federal, state and local partners to select and develop the strategies and planning described in this required document. Similar to last year's Highway Safety Plan, Vermont's FFY 2015 plan is carefully crafted utilizing the specific guidance provided by the 2012 federal transportation reauthorization, Moving Ahead for Progress in the 21st Century Act, (MAP-21).

This second year MAP-21 plan is tightly entwined with relevant data and, in some cases supplementary information related to that data. This HSP will continue to remain closely related to the state's Strategic Highway Safety Plan (SHSP) and in most cases mirrors the highway safety priorities listed in the SHSP. In addition the performance measures described in the HSP reflect those used in the development of the Critical Emphasis Areas (CEAs) in the state's SHSP.

During the past year the GHSP continued working together with traffic safety partners to promote a unilateral approach to increase the overall quality of the state's traffic safety resources. The Vermont Highway Safety Alliance (VHSA) grows steadily stronger and reaches deeper into all aspects of the state's priorities. VHSA's top three priorities have been clearly identified as: Impaired Driving, Occupant Protection and Distracted Driving. In direct response to these continuing issues, three separate task forces have been created to focus on each of these priority areas. The Impaired Driving Task Force is coordinated by one of GHSP's Law Enforcement Liaisons (LEL). The Occupant Protection Task Force is chaired by the other LEL. The Distracted Driving Task Force comes under the direction of the VHSA Education Focus Group. All three are supported by a myriad of active partnerships which include: law enforcement; education; media and outreach; engineering and data. These task forces, designed with grass root foundations, provide penetrating reaches into the communities which are in need of focused attention.

The Governor's State of the State address was completely devoted to the discussion of the rapidly growing opioid abuse problems plaguing many of the state's communities. Working in partnership with The American Automobile Association (AAA) of Northern New England, GHSP sponsored a well-received Drugged Driving Summit in March of 2014. The summit raised awareness regarding the correlation of the Governor's message to the increase in incidents of drugged driving.

In addition, Vermont, like the rest of the northeast, is experiencing a steady increase of prescription drug use by operators of motor vehicles. The state's DRE program continues to grow and expand to areas throughout the state. Vermont sponsored the state's second DRE School in February 2014. DRE candidates and instructors from four of the six New England states participated in the course. The Vermont DRE cadre has been increased to 35 certified practitioners, dispersed throughout the state. A third Vermont DRE School is scheduled for the autumn of 2014. Data, intelligence and information will dictate the future strategies for geographical deployment of DREs within the state

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. GHSP avidly supports the current A.R.I.D.E. class room teaching format. The current ability to conduct these face to face trainings is compatible with the agency's requests for training. It is projected that a wholesale engagement in the on-line A.R.I.D.E. format will supplement the current classroom curriculum. The

Judicial Outreach Liaison (JOL) is now in place and has participated in a number of GHSP sponsored events. The JOL, working collaboratively with Vermont's Traffic Safety Resource Prosecutor (TSRP) form a blended judicial asset, effectively engaged in all matters relating to impaired driving issues. GHSP staff and contracted LELs, TSRP and JOL will continue to recruit partners and forge relationships with other like-minded traffic safety advocates throughout the state.

The Occupant Protection Task Force (OP802), relies on data to identify those geographical sections of the state that remain low seatbelt use areas. Specifically designed public outreach, supported by persuasive media and data driven enforcement will coalesce in focused strategies to garner maximum benefit. This multi-faceted design will provide community participation and a saturation of effective messaging.

The Vermont Department of Health (VDH) continues to manage the state's Child Passenger Safety (CPS) program and used local community access, through their system of Emergency Medical Technicians, to improve the quality of the CPS program at the most definitive local levels.

The Distracted Driving Task Force is working closely with all available partners to develop a dynamic approach to reduce the incidents of distracted driving. In addition to a significant amount of earned media coverage, state lawmakers have introduced legislation dealing directly with the distracted issues. Local media sponsored public opinion polls have demonstrated an overwhelming amount of community support for more effective laws to reduce distracted driving.

VHSA will continue to utilize Regional Traffic Safety Forums to maximize effective local outreach. These day long community based workshops reach those audiences through personal messaging delivered in peer level settings. These primary level meetings provide face-to-face opportunities for the personal delivery of specific safety information.

In 2014, the Windsor County DUI Treatment Court is fully activated and engaged in reducing DUI recidivism by changing the offenders' behavior. Continued efforts are underway to expand this model into other county jurisdictions.

The Judicial Outreach Liaison (JOL) is now in place and has participated in a number of GHSP sponsored events. The JOL, working collaboratively with Vermont's Traffic Safety Resource Prosecutor (TSRP) form a blended judicial asset, effectively engaged in all matters relating to impaired driving issues.

The GHSP staff continues to require all subgrantee candidates to attend Grant Preparation Workshops. All candidates are provided with up to date traffic safety data in three separate dimensions: statewide; countywide; and specific data focused on their particular geographical areas of responsibility. Each law enforcement agency is required to develop problem identification, corrective strategies, performance measurements and expected outcomes using the provided data. Educational partners are all required to use data and performance measures through the development of logic models. All applications are reviewed, evaluated and scored using a set of predetermined criteria.

All of the topics mentioned in this summary have a number of common bonds and similar goals. All of these programs are rooted in the careful application of data, science and information. The continual improvement in the ability to collect and evaluate timely data sets is fundamental to the success of the state's traffic safety efforts. Vermont's electronic crash reporting system is one police department short of full participation. The electronic citation program continues toward full implementation, but is not there yet. Full deployment and engagement in these two programs will continue to improve the quality of data and provide focused guidance for all Vermont agencies engaged in traffic safety activities.

The GHSP explores new, innovative, efficient and effective methods to improve the level of traffic safety in the state. The staff clearly understands the requirements detailed in MAP-21 and will continue using data, technology, science and information to carefully manage the federal highway safety funds provided to Vermont. Working in partnership with the National Highway Traffic Safety Administration, Region 1 staff, the GHSP staff presents Vermont's Federal Fiscal Year 2015 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 various other 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.

Working with 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. National government organizations such as the Department of Transportation (USDOT) and national non-government organizations including American Association of Retired Persons (AARP) join regional partners, AAA of Northern New England and local advocacy groups including the Vermont League of Cities and Towns (VLCT) to work towards common goals through the Vermont Highway Safety Alliance (VHSA). This blend of diverse partnerships creates a holistic approach to address national priorities occurring on a local and statewide level.

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 statistically significant 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 additional 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 model 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 2015, 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 (ARIDE) 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 2015.

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 84.9% (2013 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 GHSPs 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 enter their second year as subgrantees, providing Child Passenger Safety (CPS) services, via fitting stations, capable of servicing each Vermont community. They have implemented

a low-income voucher system through their District Offices to ensure child seat access for qualified families. 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 will also plan and implement 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 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 caused by speeding and aggressive driving result in a higher percentage of more severe injuries. 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 2015, 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 2014, 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 2015 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 of the “four Es,” (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 2015. A collaboration between DMV and GHSP to offer a one-day summer summit for driver educators will be held for a third time in FFY 2015.

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.

Vermont does not have a standard system of screening people that are driving and experiencing decreased cognitive ability. The Vermont State Police Traffic Team Commander is currently working on the development of training which can be utilized as part of the basic training provided by the state's Criminal Justice Training Academy. The Vermont Police Academy does not currently offer a section of instruction on the re-examination process. The goal is to have a standardized, systematic approach similar to our DUI/impaired driving process in screening drivers that are experiencing diminished cognitive abilities. There would be set training and standardized questioning for officers to follow. In turn, that would allow the re-examination process to follow more smoothly and consistently.

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 Road Safe 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 e-newsletter which provides employers and employees with pertinent safety information. Staff conducts classes using the NSC Alive@25 and Defensive Driving curricula as well as customized presentations at the request of employers

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 whose projects 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. This analyst is an important resource in the development and understanding of pertinent traffic safety data.

The GHSP staff looks forward to FFY 2015 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 serve to enhance the program's tools to reduce crashes, save lives, and make Vermont a safer place to live, work, and visit.

Statewide Data and Strategic Planning

The staff of the Governor's Highway Safety Program (GHSP) understands that the availability of accurate and timely pertinent traffic/crash data; the creation of realistic and achievable goals; the implementation of functional countermeasures; the utilization of applicable metrics and the election of projected outcomes are the classic components of effective strategic plan. Connecting and blending each of these steps is essential to the creation and implementation of a systematic and successful statewide plan to reduce crashes, injuries and fatalities on Vermont's roadways. The GHSP staff and contracted Law Enforcement Liaisons have promoted the Data Driven Approaches to Crime and Traffic Safety (DDACTS) model since the inception of the ideology. The city of St. Albans was one of the first pilot sites for the development and implementation of DDACTS. Application of the DDACTS seven guiding principles produced a recognizable and measurable positive effect in St. Albans. These results can be review in the case study: *Data-Driven Approaches to Crime and Traffic Safety (DDACTS), Case Study of the Vermont State Police/St. Albans Police Department DDACTS Program* prepared by Anacapa Sciences, Inc. for NHTSA in November 2009).

The continual development of data, science and technology improves the effectiveness of strategic planning, in the DDACTS model. Graphic data analysis, mapping and distribution of pertinent data and information promote increased effectiveness in the deployment of resources. Using real time data to identify on-going or emerging traffic safety issues increases the possibility of achieving a successful resolution. But building partnerships, collecting and analyzing data are only primary steps in adhering to the DDACTS model. A successful, dynamic traffic safety program becomes more efficient and effective when employing all seven of the DDACTS guiding principles. Once a traffic safety condition has been identified and diagnosed, a carefully crafted strategy, employing the appropriate countermeasures must be implemented with clearly specified goals and objectives.

Traffic safety problems may be resolved with short term solutions, or may continue for extended periods of time. To ensure accurate measurement of progress and to assess the current status of the targeted traffic safety condition, a clear and systematic evaluation process must be conducted at predetermined scheduled intervals. Consistent measurement and assessment will ensure the project is achieving the objectives it was designed to address and allows the agency to adjust and amend strategies to retain effectiveness. Monitoring and evaluation allows for prudent adjustments in strategies and tactics, if appropriate. Some traffic safety projects may be successfully measured and evaluated on a quarterly basis. Still other projects may need monthly, weekly or daily scrutiny to accurately assess progress. As previously mentioned, the timeliness of the evaluation schedule should be incorporated into the initial development of strategic countermeasures.

In addition to reducing crimes and crashes, DDACTS positions traffic enforcement as a logical rationale for a highly visible law enforcement presence in a community. Its focus on community collaboration reinforces the role that partnerships play in improving quality of life. Finally, by analyzing the confluence of crime and crashes, DDACTS lets law enforcement agencies use effective interventions and new strategies to address both issues.

In addition to the primary utilization of data, GHSP has incorporated a number of recommendations provided during the course of four program assessments (Impaired Driving; Driver's Education; Traffic Records; Occupant Protection) as well as those realized through the 2012 Management Review.

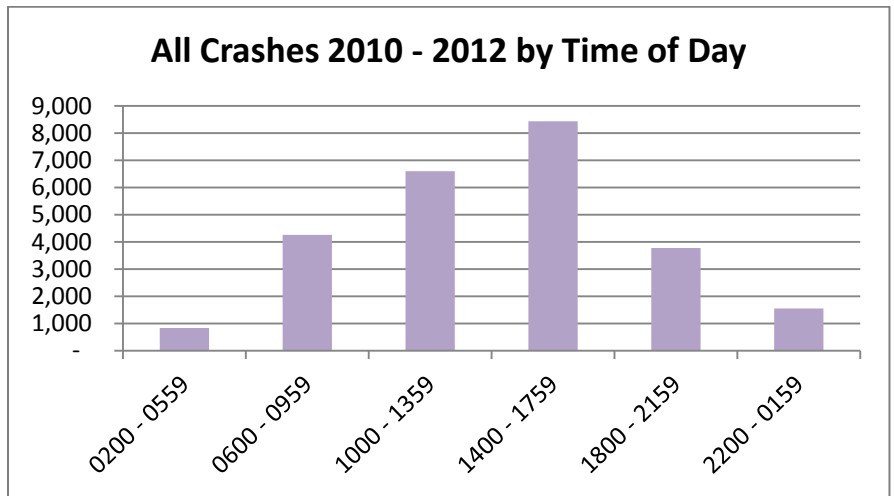
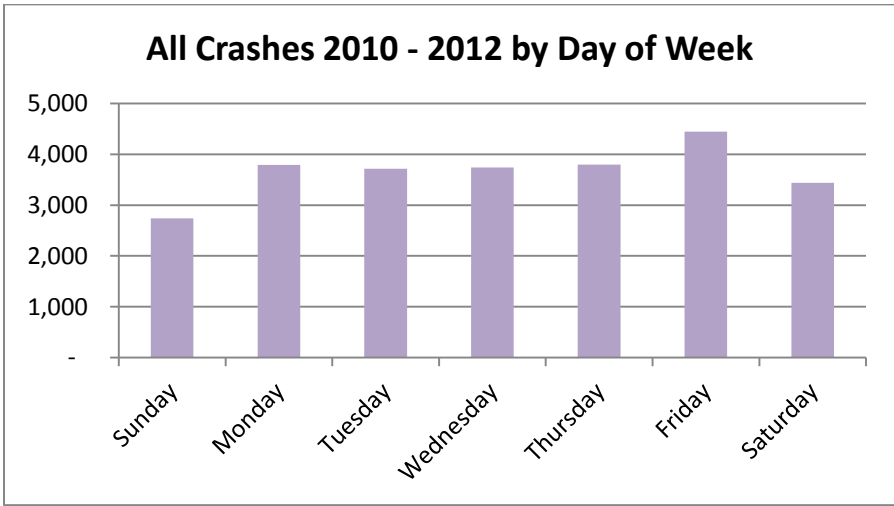
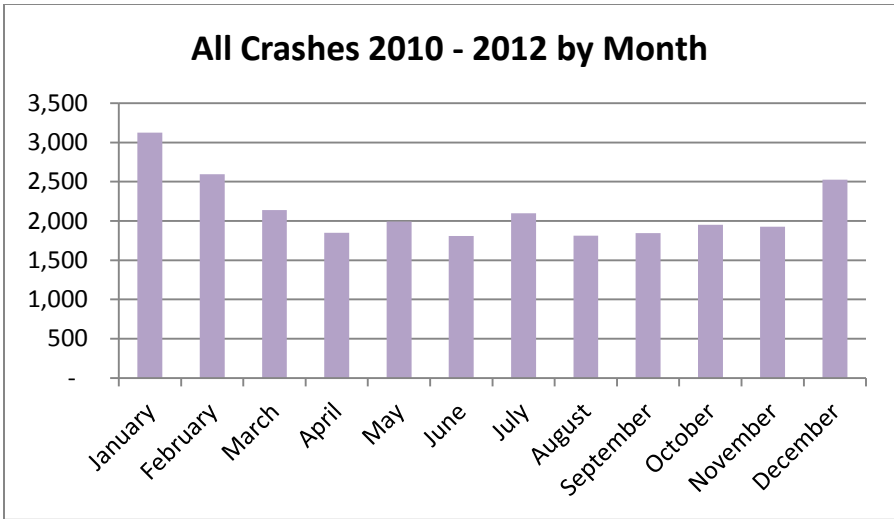
A primary consideration in the development of strategies is the evaluation of statewide demographics. As mentioned in other sections of this document, Vermont is mostly rural state with a small number of considerably sized population centers (please refer to population distribution tables contained in the Occupant Protection section of this document). It should be noted that the FFY2015 proposed application of grant funding

is fairly equal to population density and the availability of function resources to address these diversified traffic safety issues. Please note the information provided in the following table:

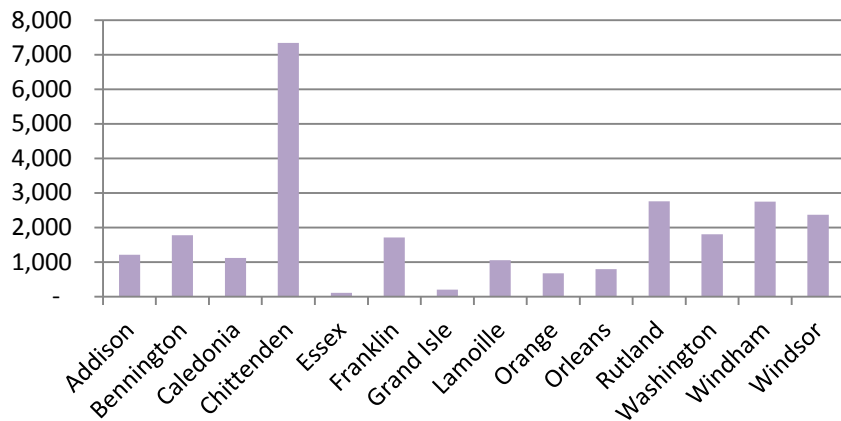
GHSP Law Enforcement Grant Award vs. Population 2015			
County	2015 \$ Recommendations	% of Total Award	Population
ADDISON	23,300	3%	6%
BENNINGTON	58,500	8%	6%
CALEDONIA	26,000	4%	5%
CHITTENDEN	184,000	25%	24%
ESSEX	4,000	0.5%	1%
FRANKLIN	26,000	4%	8%
GRAND ISLE	14,500	2%	1%
LAMOILLE	16,000	2%	4%
ORANGE	54,000	7%	5%
ORLEANS	28,000	4%	4%
RUTLAND	161,500	22%	10%
WASHINGTON	62,000	8%	10%
WINDHAM	36,200	5%	7%
WINDSOR	46,000	6%	9%
STATEWIDE	210,000		
	950,000		
w/o Statewide	740,000	100%	100%

Although considering population based countermeasures is a viable approach, strategies, countermeasures and funding investment decisions are also based on careful data analysis and the realistic availability of assets to address the identified traffic safety problems. For example, 25% of all NHTSA funding provided to Vermont is delivered to LEA’s in Chittenden County, which contains 24% of the state’s total population. Meanwhile in Rutland County, 22% of those same funds are provided to LEAs covering only 10% of the state’s population. This seemingly unequal distribution of funding to Rutland County reflects not only a significant cluster of traffic safety issues, but also the availability of the county’s law enforcement agencies to effectively address these issues. Conversely, sparsely populated counties such as Essex and Lamoille are funded proportionally based (partially) on the availability of law enforcement resources to address the endemic traffic safety issues.

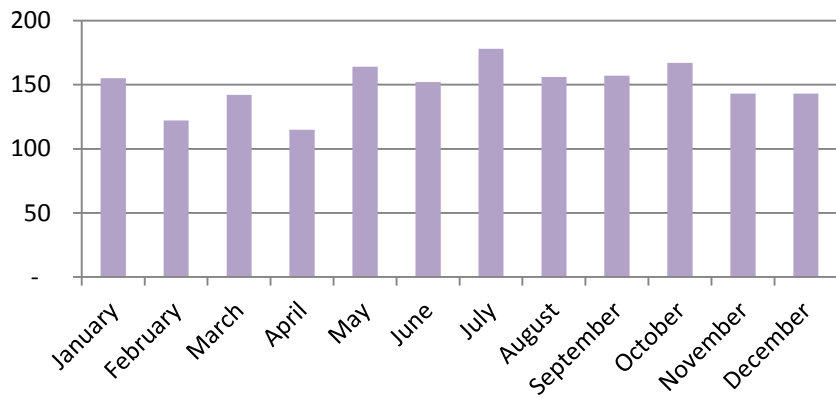
The following charts demonstrate the data sets utilized in the development of Vermont’s statewide strategies:



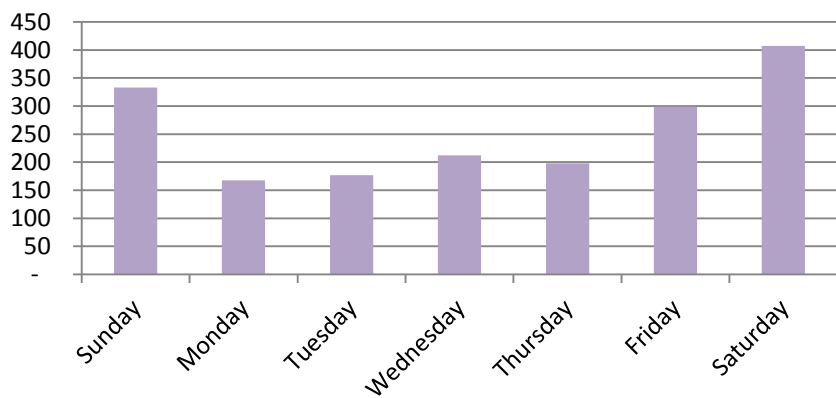
All Crashes 2010 - 2012 by County

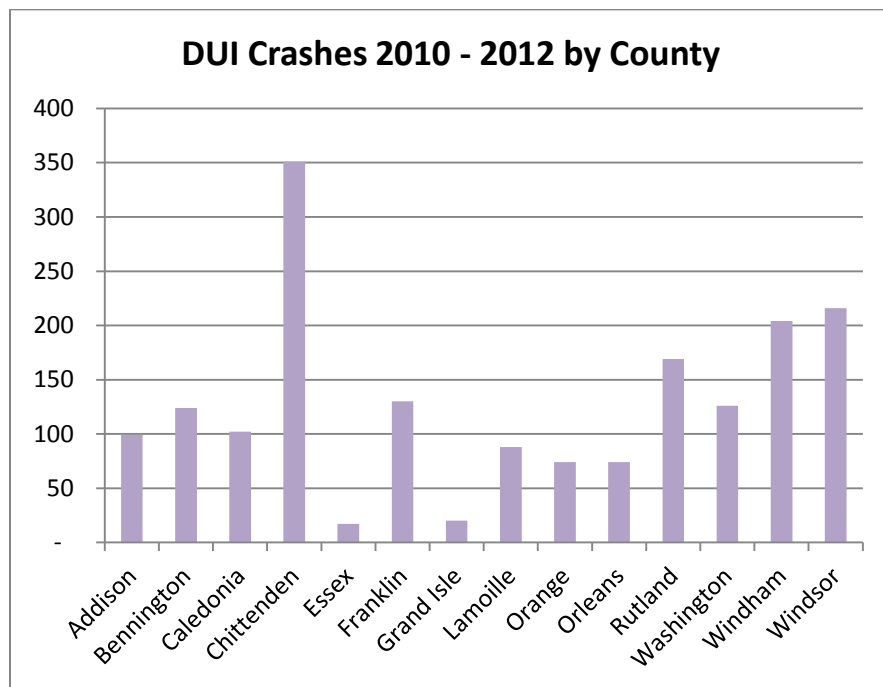
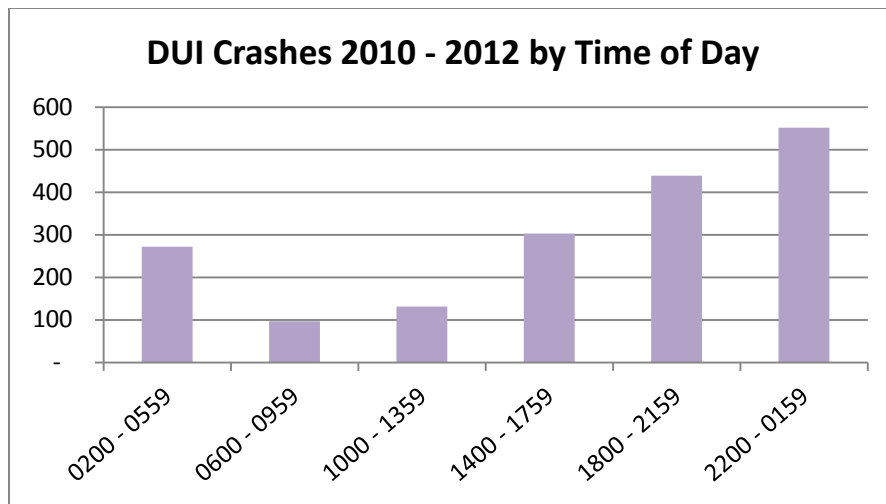


DUI Crashes 2010 - 2012 by Month



DUI Crashes 2010 - 2012 by Day of Week





Although the crash data, illustrated in the above charts are the basis for an overall operational approach, stringent focus must be applied at the local subgrantee, project level. The GHSP requires all subgrantees (Enforcement and Educational) to attend a grant preparation workshop. These workshops are held regionally and take two distinct formats. Two educational workshops and six enforcement workshops were offered to potential subgrantees during the 2015 grant application cycle.

Those applying as educational partners are required to submit “Logic Models” which clearly incorporate the steps previously described in the development of problem identification.

All agencies applying for enforcement grants are provided with detailed crash maps and associated data. These maps provide both countywide information and data, specific to their individual territorial areas of responsibility (TAOR). Potential grant recipients are required to utilize the data provided by GHSP to formally develop their problem identification; projected goals; strategic countermeasures; measuring tools and planned outcomes. This process uses statewide data as background, but utilizes the specific data illuminating crash and traffic safety issues within their own TAOR. Agency strategies are required to be focused on specific times, days of the week

and locations identified via the use of the data provided by GHSP. Although local data (times and days of the week) may vary slightly from one area of the state to another, similar data relating to overall fatality crash and traffic safety information remains generally consistent throughout the state.

Once grants are issued, each subgrantee's activity is monitored and evaluated by the GHSP Program Coordinator responsible for that particular project. Each monthly submittal is reviewed by the Program Coordinator and the agency's performance is assessed and measured using the parameters described in the agency's grant proposal. The Program Coordinator provides the subgrantee with feedback relating to performance, accuracy and compliance with the grant proposal. Subsequent quarterly and annual reports as well as on-site audits are also used to measure subgrantee performance. This program management system creates systematic accountability and enhances GHSP's ability to direct funding into those areas precisely defined by data.

Obviously, exciting progress has been achieved in collecting and analyzing accurate and timely data. Vermont's data analysts, work closely together to develop clear and understandable data and mapping relating to real time crash information. GHSP program coordinators utilize these data trends to evaluate subgrantee performance and to provide them with helpful data and information. The sub grantees have direct access to the analysts and are encouraged to obtain updated crash mapping and data from these valuable resources.

During 2013, an emerging crash pattern began to develop on a twenty mile section of Route 4 (an east to west local roadway which stretches from White River Junction west across the entire state). This particular section had recently experienced six fatal crashes during a six month period. Using geo-mapping; crash report information; emergency responders' reports; engineering studies and law enforcement input, VHSA met and developed a strategic response plan. A complete evaluation of the crashes revealed two common denominators: driver inattention and vehicle lane departure.

A meeting of local shareholders (town and county officials) and state and local agencies met to discuss a blended strategy, quickly deployable. An outreach, education and media campaign communicated the information to the local population and reached visitors and tourists through local businesses and retail shops. State, county and local law enforcement agencies saturated the targeted roadway. And VTrans began a series of roadway upgrades including centerline rumble strips and pavement shoulder mediation.

Since the inception of the Route 4 strategic plan, there has not been a motor vehicle fatality on that stretch of the road. Education, community outreach and media messaging have worked well with strategic high visibility enforcement and subsequent roadway improvements. Injury crashes and property damage only crashes have also been significantly reduced.

Statewide, crash data and related information is continually used to assist in the deployment of the State Police Traffic Safety Teams. These teams conduct specific enforcement in those areas which demonstrate high crash and traffic offender activities.

Grant Funding Process, FFY 2015

- Each year the GHSP staff engages in the solicitation of potential subgrantees.
- The GHSP staff contact current/past 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.
- At the workshop, the potential subgrantee receives data maps and tables for Vermont, their county, and their jurisdiction. There are two data sets – one for all crashes, and one for DUI related crashes. The data show crash locations, crash types, crashes by restraint use, month, day of the week, time range, and drivers by gender and age group. The potential subgrantee must use the data provided to draw up their application.
- A deadline for submission of grant applications is set. All potential subgrantees are aware of the date of the deadline.
- The GHSP LE Program Coordinators, the DPS Grants Management Unit GHSP Grants Manager, and the contracted Law Enforcement Liaisons (GHSP LE Grants Review Committee) are provided with copies of each application submitted.
- The GHSP LE Review Committee reviews each application during the allotted two-week period.
- The GHSP LE Review Committee meets and collectively reviews, assesses and scores each of the grant applications. The evaluation process considers: if the data show that there is a highway safety problem in the agency's jurisdiction; 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 GHSP Education Grants Review Committee made up of the GHSP Chief, the GHSP Program Coordinators and the DPS Grants Management Unit GHSP Grants Manager are provided with copies of each application
- The GHSP Education Grants Review Committee members review each application during the allotted two week period.
- The GHSP Education Grant Review Committee meets and collectively reviews, assesses and scores each of the grant applications. The evaluation process considers: whether the data show that there is a highway safety problem in the agency's jurisdiction; the size of the agency; the resources available to successfully accomplish the described goals; and prior history of accuracy and timeliness of reporting.
- The collective recommendations are presented to the Governor's Representative for approval.
- 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 and that activities cannot commence until they receive a fully signed and executed grant agreement.

Planning Calendar

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

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

Planning Processes and Data

The State of Vermont, Governor's Highway Safety Program (GHSP) began the planning for the FFY 2015 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 "four Es" 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
- Vermont Bicycle and Pedestrian Coalition
- Vermont Department of Education
- Vermont Department of Health
- Vermont Department of Liquor Control
- Vermont Department of Motor Vehicles
- Vermont Department of Public Safety, Governor's Highway Safety Program
- Vermont Department of Tourism and Marketing
- Vermont Judiciary
- Vermont League of Cities and Towns
- Vermont Local Roads
- Vermont Sheriffs Association (and member departments)
- Vermont State Police
- 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

During 2013 the GHSP studied the possibility of SHSP document consolidation, but did not achieve significant progress. It is projected that these efforts will continue during the up-coming year and will result in a successful blending of all of the state’s five annual traffic safety plans. 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 statewide 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 begins on page 308 of this document under the category “Critical Emphasis Areas (CEA) and Strategy Matrix”. Also included in that section are the identified strategies for each of the selected CEAs.

The GHSP, working in partnership with data analysts in the Department of Public Safety, the Vermont Agency of Transportation and the vendor, contracted to develop the Strategic Highway Safety Plan, studied all available crash data and related information. The analytic team reviewed five years of state crash data (2007 through 2011) and assessed and evaluated existing trend lines and indicators. The team developed a five year rolling average and focused on “major crash trends” as the best statistically significant informational indicator. By focusing on major crashes (defined by the Vermont Agency of Transportation as fatal or incapacitating injury crashes) the analytic team was better able to identify areas and locations as statistically viable areas for focus. Using this definitive metric facilitated a clear reading of data and incorporated fatalities, serious injuries and fatality rates into the information and data under review. A description of the core data performance targets begins on page 32.

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 2015 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 seat belt use and reduce unrestrained crashes. Occupant protection enforcement activities which are related to the issuance of seat belt 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 in the stated goal.

Entities applying for educational grants must submit project logic models within their grant application packages. The logic models contain progress measurement tactics which measure a program's progress toward projected/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 predetermined 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. 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 the state of New York. 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 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, Shelburne Museum and the Marble Museum in Proctor.

Vermont's population is distributed asymmetrically across fourteen counties; 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 as \$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 2013 information relating to vehicles and their operators: The total number of passengers (also known as "pleasure" registrations) is 419,997; 144,299 trucks are registered as well as 44,711 motorcycles. There is a total of 541,462 junior/senior operator permits (driver's licenses), in addition to 19,943 learner's permits. 272,311 operator's licenses are issued to females, while 269,151 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) which 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), 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 southern sections, 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 2012. 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 is also available to the state's Department of Public Safety housed with the Vermont State Police.

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.

Each program coordinator regularly reviews activity and performance through subgrantee's activity reports, submitted with each request for reimbursement. The quality of the activity is evaluated based on the data provided to the subgrantee at the beginning of the fiscal year. All agencies are compared with a statewide matrix of acceptable performance measures. Careful tracking of performance measures by Program Coordinators allows for project adjustment to comply with acceptable statewide performance measures.

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 Judiciary; 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 Work Safe 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 the Center for Research and Public Policy 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 2015 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 "four Es" 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

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

CEA 1: Improve Infrastructure	
(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

CEA 2: Age Appropriate Solutions	
(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

CEA 3: Curb Speeding and Aggressive Driving

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

CEA 4: Increase Use of Occupant Protection

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

CEA 5: Reduce Impaired Driving

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

CEA 6: Curb Distracted Driving and Keep Drivers Alert

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

Significant Emphasis Area 1: Increase Motorcycle Safety	
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

Significant Emphasis Area 2: Increase Safety of Vulnerable Users	
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.

Significant Emphasis Area 3: Reduce Medium/heavy Vehicle Crashes	
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

Significant Emphasis Area 4: Improve Work Zone Safety	
	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

Special Emphasis Area 1: Improve Vermont's Data in the Interest of Safety	
	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

Emphasis Area	2011	2012	2013
Percent of major crashes that involved young drivers	14%	14%	17%
Percent of major crashes that involved older drivers	15%	17%	19%
Percent of major crashes that involved speed and aggressive driving	31%	28%	29%
Percent of major crashes that involved impaired driving	23%	23%	Not Available
Percent of major crashes that involved distracted driving	2.40%	2%	5%

Performance Targets

Goals

Core Outcome Measures

C-1) Traffic Fatalities¹

GOAL: To decrease traffic fatalities by 4.3 percent from the three-year average of 67.3 in 2011 - 2013 to a three-year average of 64.4 by December 31, 2015.

A review of Vermont FARS 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:

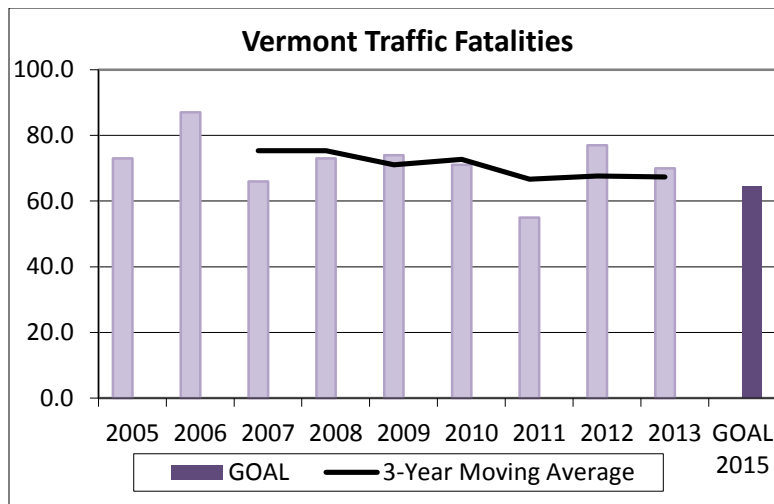
Contributing Factor	Number of Fatalities
Unrestrained	34
Alcohol Impaired	23
Speed	33
Motorcycle	11
Unhelmeted Motorcycle	2
Drivers 20 or younger	7
Pedestrians	10

The projects listed in Vermont’s 2015 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) and special and significant emphasis areas (SEAs) are also identified in the state’s Strategic Highway Safety Plan (SHSP 2012-2016).

The three year average of Vermont traffic fatalities in 2013 was 67.3. The projected goal for 2015 is 64.4. 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
2005	73.0	
2006	87.0	
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
2013	70.0	67.3
GOAL 2015		64.4

¹ The source for data through 2012 is FARS. The source for 2013 data is the Vermont AOT Crash Database.



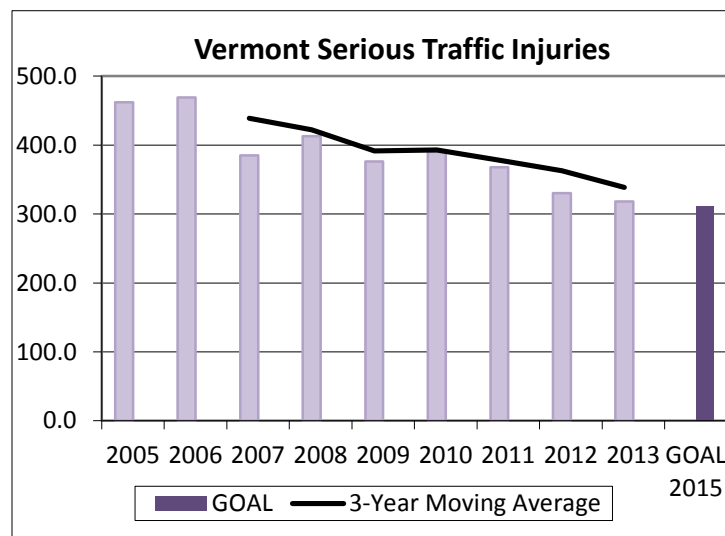
The projects identified in the FFY 2015 HSP have been identified, selected, and funded based on problem identification, data, proposed countermeasures, measurement metrics, and projected goals/outcomes. The GHSP staff has utilized NHTSA's publication *Countermeasures That Work* to develop strategic processes 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)²

GOAL: To decrease serious traffic injuries 7.9 percent from the three-year average of 338.7 in 2011 - 2013 to a three-year average of 311.9 by December 31, 2015.

In order to continue the succession of yearly reductions (see the following table and graph), Vermont must continue emphasis in the 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 20% 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
2005	462.0	
2006	469.0	
2007	385.0	438.7
2008	413.0	422.3
2009	376.0	391.3
2010	390.0	393.0
2011	368.0	378.0
2012	330.0	362.7
2013	318.0	338.7
GOAL 2015		311.8



² The source for data through 2012 is FARS. The source for 2013 data is the Vermont AOT Crash Database.

C-3) Fatalities/VMT³

GOAL: To maintain the three-year average for fatalities per 100 million vehicle miles travelled from 2007 – 2012 at 0.94 by December 31, 2014.

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 seat belt 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 following data is provided based on an analysis of the latest data available:

Year	Fatalities			Rates					
	Urban	Rural	Total Fatalities	Urban	3-Year Average	Rural	3-Year Average	Rate Total	3-Year Average
2006	5	82	87	0.26					
2007	3	63	66	0.15	0.21	1.10	1.10	0.86	0.86
2008	13	60	73	0.69	0.37	1.10	1.10	1.00	0.93
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	0.7	0.65	0.8	0.99	0.77	0.91
2012	14	63	77	0.75	0.79	1.18	0.99	1.07	0.94
2013	14	55	70						
Goal 2014									0.94

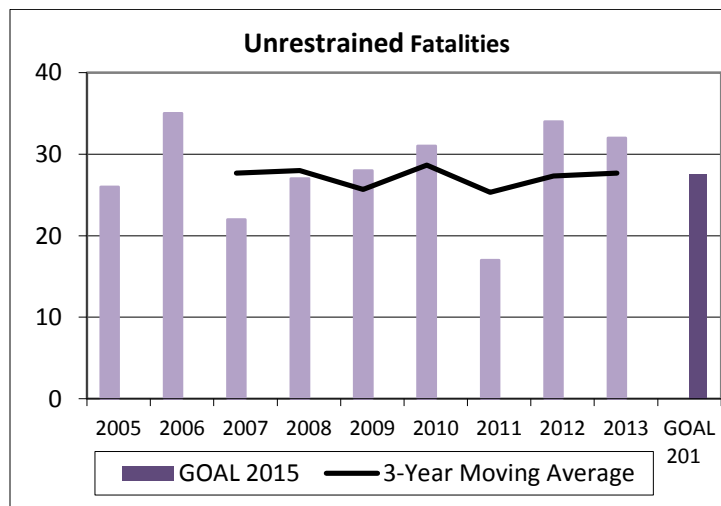
³ The source for data is FARS/FHWA with the exception of 2013 fatalities and 2012 total VMT rate which are provided by the Vermont AOT Crash Database.

C-4) Unrestrained Passenger Vehicle Occupant Fatalities⁴

GOAL: To decrease unrestrained passenger vehicle occupant fatalities 0.5 percent from the three-year average of 27.7 in 2011 - 2013 to a three-year average of 27.5 by December 31, 2015.

The HSP provides new strategies to support reaching this goal in 2015. In addition to funding nighttime seat belt use projects (see project description for data); enforcement of rural roads (three lowest seat belt 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 Seat Belt Violations”.

Year	Unrestrained Fatalities	3-Year Average
2005	26	
2006	35	30.5
2007	22	27.7
2008	27	28.0
2009	28	25.7
2010	31	28.7
2011	17	25.3
2012	34	27.3
2013	32	27.7
GOAL 2015		27.5



⁴ The source for data through 2012 is FARS. The source for 2013 data is the Vermont AOT Crash Database.

44.7% of unbelted fatalities occur between 1800 and 0159 hours. See details below based on data from 2010 – 2012:

Times of Day	Percentage
0200 - 0559	7.9%
0600 - 0959	18.4%
1000 - 1359	13.2%
1400 - 1759	15.8%
1800 - 2159	18.4%
2200 - 0159	26.3%

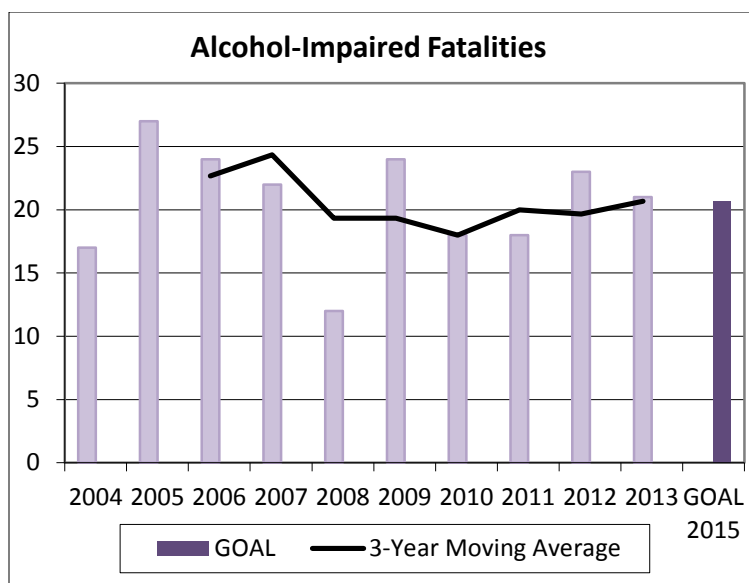
C-5) Alcohol-Impaired Driving Fatalities⁵

GOAL: To maintain alcohol-impaired driving fatalities at the three-year average of 20.7 in 2011 - 2013 by December 31, 2015.

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 the GHSP media contractor and sports venue contractor to promote these issues.

Year	Alcohol-Impaired Fatalities	3-Year Average
2005	27	
2006	24	
2007	22	24.3
2008	12	19.3
2009	24	19.3
2010	18	18.0
2011	18	20.0
2012	23	19.7
2013	21	20.5
GOAL by December 31,2014		20.7



⁵ The source for data through 2012 is FARS. The source for 2013 data is the Vermont AOT Crash Database.

58.1% of impaired driving fatalities occur between 1800 and 0159 hours. See details below based on data from 2010 – 2012:

Times of Day	Percentage
0200 - 0559	8.1%
0600 - 0959	13.5%
1000 - 1359	4.1%
1400 - 1759	16.2%
1800 - 2159	24.3%
2200 - 0159	33.8%

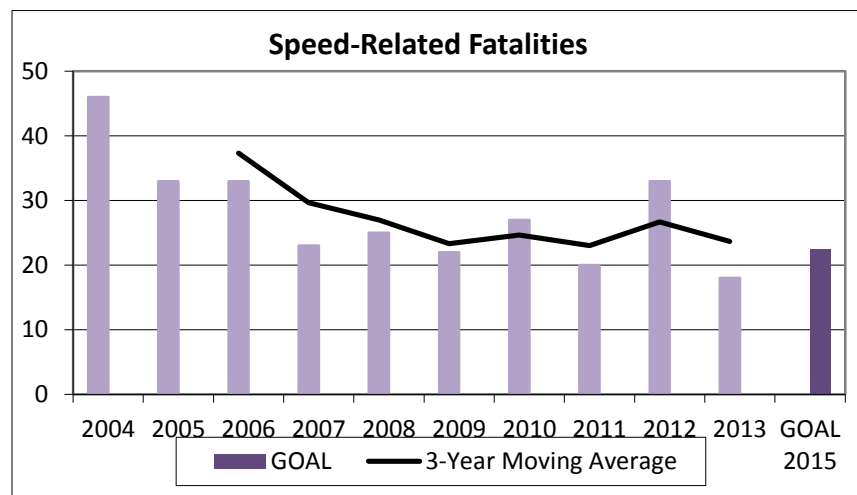
C-6) Speeding-Related Fatalities⁶

GOAL: To decrease speed-related fatalities 4.9 percent from the three-year average of 23.7 in 2008 - 2013 to a three-year average of 22.5 by December 31, 2015.

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 approximately 50 municipal agencies and constables. All funded agencies engage in speed enforcement. The promotion of speed management, the deployment of subgrantees 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
2004	46	
2005	33	39.5
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	33	26.7
2013	18	23.7
GOAL 2015		22.5



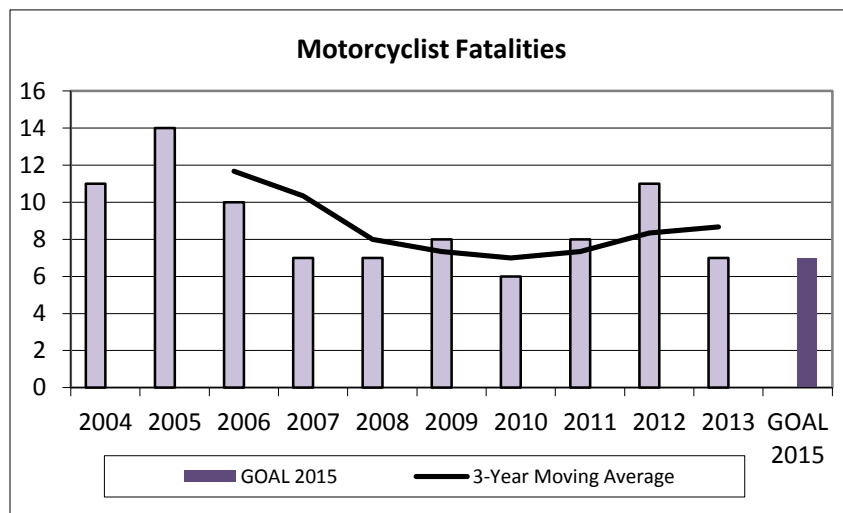
⁶ The source for data through 2012 is FARS. The source for 2013 data is the Vermont AOT Crash Database.

C-7) Motorcyclist Fatalities⁷

GOAL: To decrease motorcyclist fatalities 19.2% from the three-year average of 8.7 in 2011 - 2013 to a three-year average of 7.0 by December 31, 2015.

The number of motorcycle registrations in Vermont has increased by 54% over the past decade (Vermont Strategic Highway Safety Plan 2012-2016). In 2012 there were 11 motorcycle fatalities in Vermont. In 2013 there were 7 fatalities. 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 fatalities 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. Using the Vermont Rider Education Program will continue to ensure that interested riders get trained and licensed. General media messaging to: ride unimpaired by alcohol or other drugs; ride within your own skill limits and engage in available refresher training, are all proven strategies endorsed by the Motorcycle Safety Foundation.

Year	MC Fatalities	3-Year Average
2004	11	
2005	14	
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
2013	7	8.7
GOAL 2015		7.0



⁷ The source for data through 2012 is FARS. The source for 2013 data is the Vermont AOT Crash Database.

C-8) Unhelmeted Motorcyclist Fatalities⁸

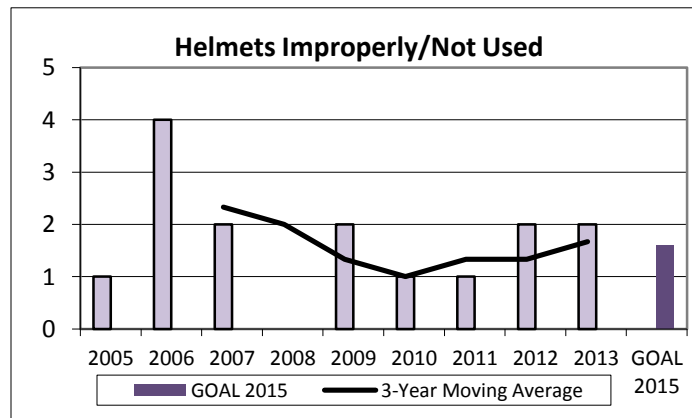
GOAL: To decrease unhelmeted motorcyclist fatalities 6 percent from the three-year average of 1.7 in 2011 - 2013 to a three-year average of 1.6 by December 31, 2015.

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
2005	1	
2006	4	
2007	2	2.3
2008	0	2.0
2009	2	1.3
2010	1	1.0
2011	1	1.3
2012	2	1.3
2013	2	1.7
GOAL 2015		1.6



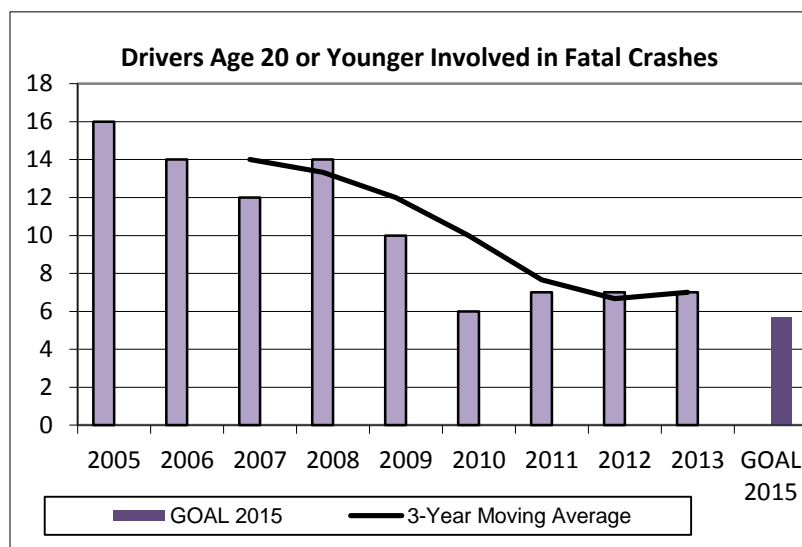
⁸ The source for data through 2012 is FARS. The source for 2012 data is the Vermont AOT Crash Database.

C-9) Drivers Age 20 or Younger Involved in Fatal Crashes⁹

GOAL: To decrease drivers age 20 or younger involved in fatal crashes 19.0 percent from the three-year average of 7.0 in 2011 through 2013 to a three-year average of 5.7 by December 31, 2015.

A review of Vermont’s FARS data, supplemented by 2013 statistics provided by the state’s Agency of Transportation (VTrans), Vermont has decreased the number 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
2005	16	
2006	14	
2007	12	14.0
2008	14	13.3
2009	10	12.0
2010	6	10.0
2011	7	7.7
2012	7	6.7
2013	7	7.0
GOAL 2015		5.7



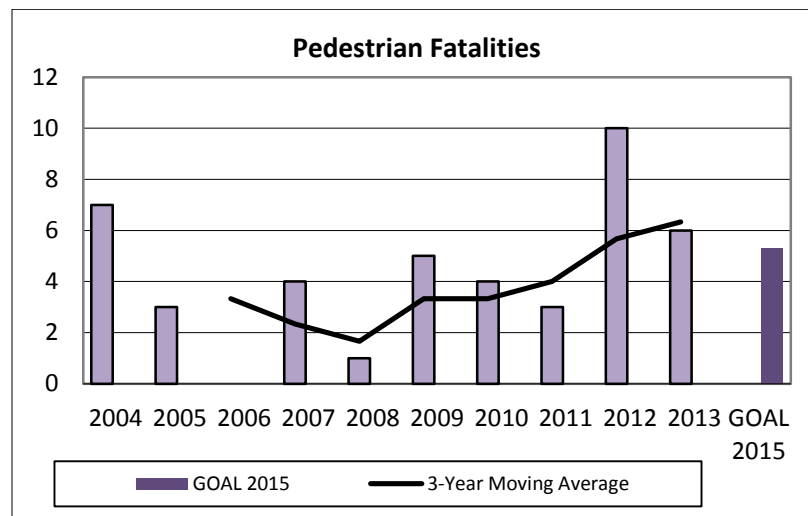
⁹ The source for data through 2012 is FARS. The source for 2013 data is the Vermont AOT Crash Database.

C-10) Pedestrian Fatalities¹⁰

GOAL: To decrease pedestrian fatalities 16.3 percent from the three-year average of 6.3 in 2011 - 2013 to a three-year average of 5.3 by December 31, 2015.

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. There is no reasonable explanation for this spike; it is an anomaly. The current projected goal, of a 5.0 (three year average) for 2015, is realistic when compared to the data supplied for years 2005 through 2011, and 2013. 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. GHS funds Local Motion, a member-supported non-profit organization promoting people-powered transportation and recreation for healthy and sustainable Vermont communities. The organization conducts bicycle and pedestrian safety outreach throughout the state. Services include an interactive website; a newsletter and bike-ped safety summits held in various locations across the state.

Year	Pedestrian Fatalities	3-Year Average
2005	3	
2006	0	
2007	4	2.3
2008	1	1.7
2009	5	3.3
2010	4	3.3
2011	3	4.0
2012	10	5.7
2013	6	6.3
GOAL 2015		5.3

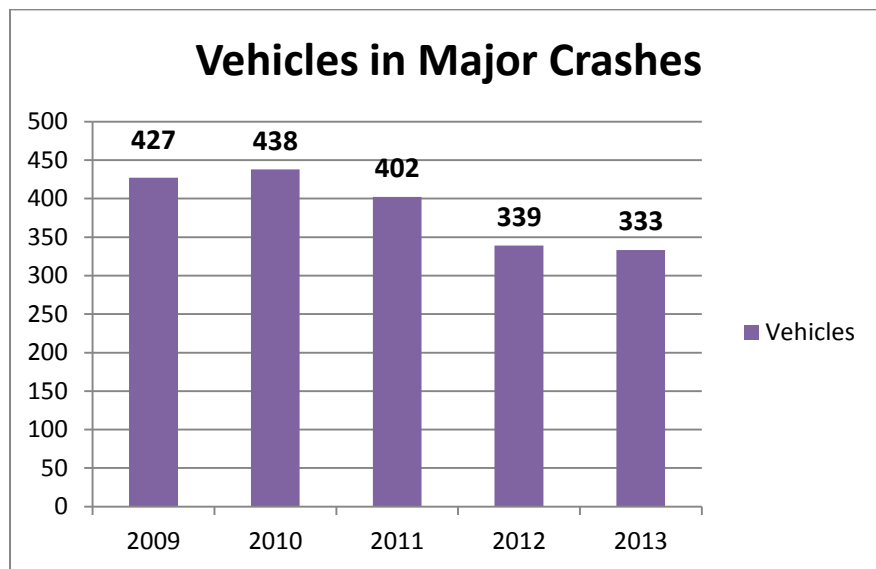


¹⁰ The source for data through 2012 is FARS. The source for 2013 data is the Vermont AOT Crash Database.

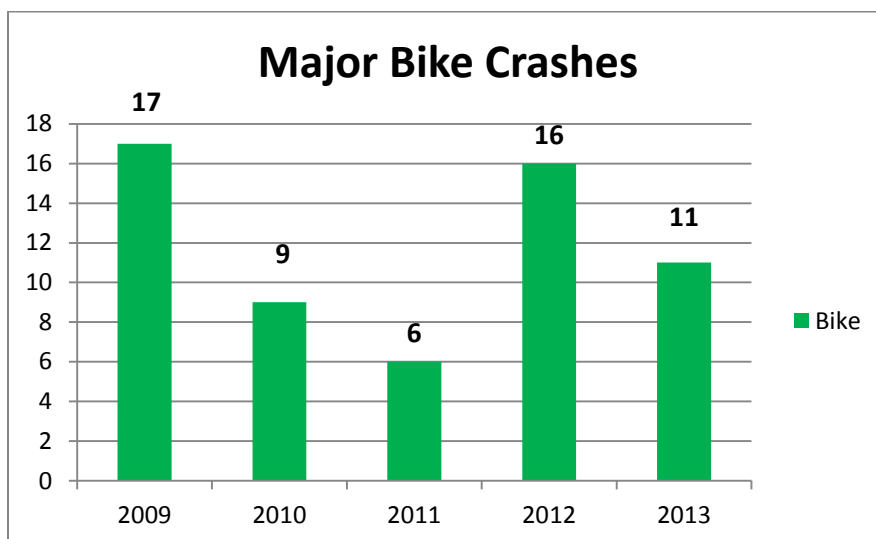
Bicycle Safety Performance Measures

GOAL: To reduce serious bicycle crashes, per year, by 5% by December 31, 2015

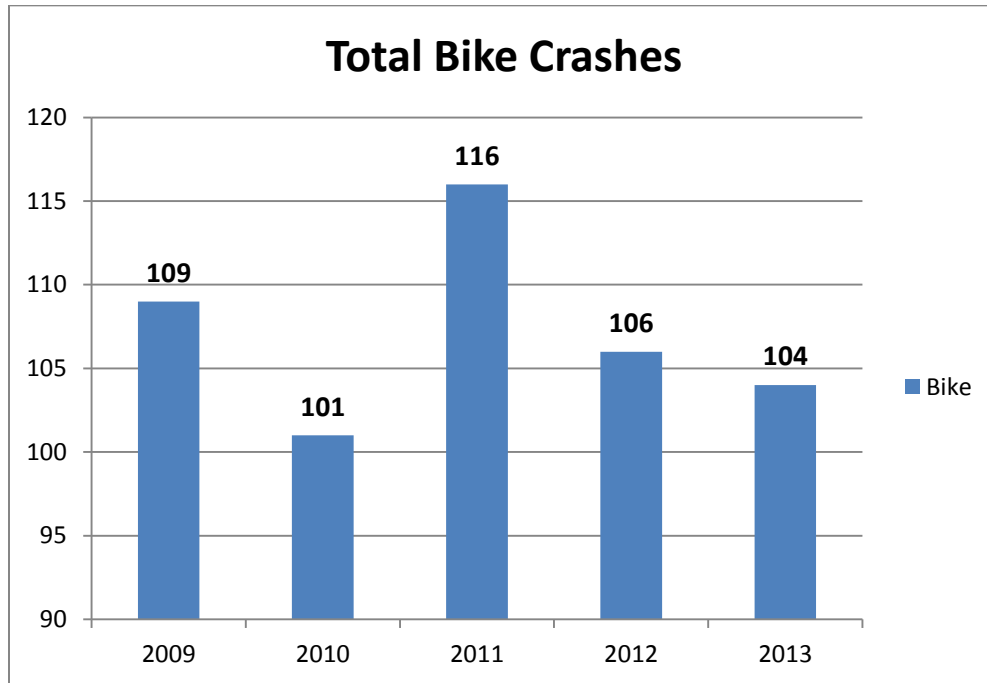
The safety of bicyclists in Vermont is part of the Agency of Transportation's (VTrans) mission and there are a number of initiatives in place to address this topic. VTrans collects crash data on reported crashes statewide from local, county and state law enforcement. This crash data includes those where a pedestrian or bicyclist fatality resulted or where a pedestrian or bicyclist was involved in a crash with a motor vehicle. The most recent period of five years of complete crash data is 2009 – 2013. Major crashes are those that resulted in incapacitating injury or death. In VT, the total number of major crashes varied during the recent five-year period but has steadily been declining.



The number of bicyclists involved in major crashes is relatively low and constitutes 2-4% of all major crashes. There has only been one bicyclist fatality in this time period, in 2009.



The total number of bicyclists in reported crashes is just over 100 per year.



The performance measure for bicyclist safety is to have an ongoing reduction in the number of total bicycle crashes as well as the number of bicyclists involved in major crashes. The five-year average (2009-2013) for total bicycle crashes is 107.2 per year.

The VTrans Strategic Highway Safety Plan includes a number of action items that have performance indicators related to safer bicycling. These include the following:

- Continue education for bicyclists about helmet use
- Continue education and outreach regarding use of visible clothing for riders
- Increase driver, cyclist, and pedestrian awareness of laws associated with intersections
- Increase and encourage communication between driver's education instructors and outside entities i.e. enforcement officers, bicycle/pedestrian groups, GHSP teams, etc
- Increase young drivers' awareness of the interaction between motorized and non-motorized vehicles
- Increase awareness and safety of bicycles and pedestrians at intersections

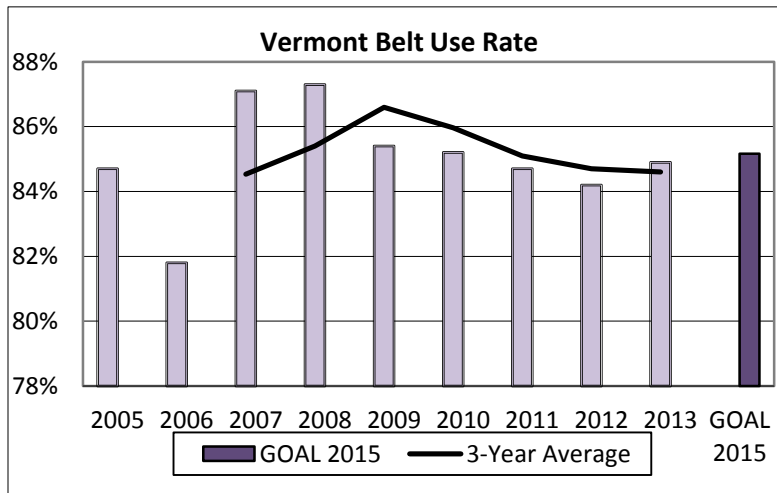
Additionally, VTrans has entered into a two-year contract with a consultant who will be providing a statewide bicycle and pedestrian safety education program. The program includes development and delivery of curriculum to law enforcement and driver educators in Vermont, providing support to community-level safety initiatives, distribution of safety publications and providing an online safety resource center.

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 0.5 percent from a three-year average rate of 84.6% in 2011 - 2013 to a three-year average rate of 85% by December 31, 2015.

Year	Belt Use Rate	3-Year Average
2005	84.7%	
2006	81.8%	
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%
2013	84.9%	84.6%
GOAL 2015		85.0%

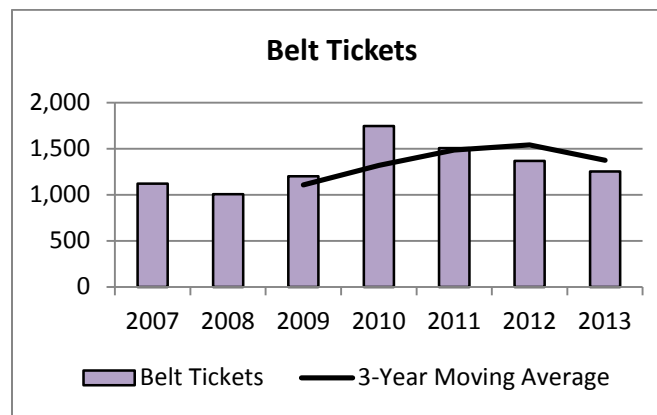


Activity Performance Measures

The following data are derived from GHSP grant activity reports:

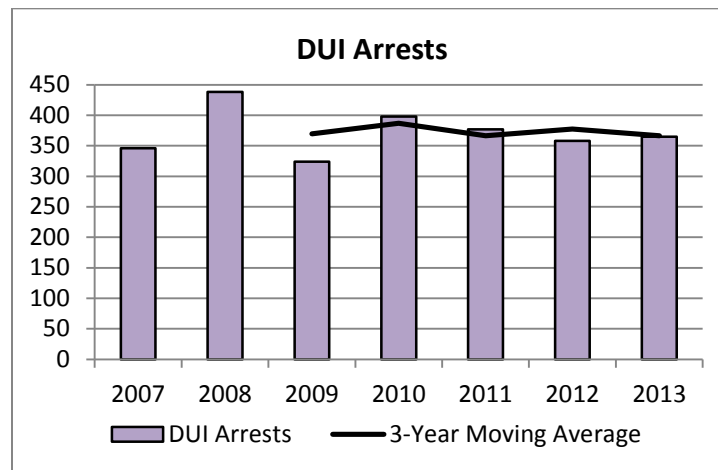
A-1) Seat Belt Citations

Year	Belt Tickets	3-Year Average
2007	1,120	
2008	1,004	
2009	1,199	1,108
2010	1,746	1,316
2011	1,505	1,483
2012	1,368	1,540
2013	1,251	1,375



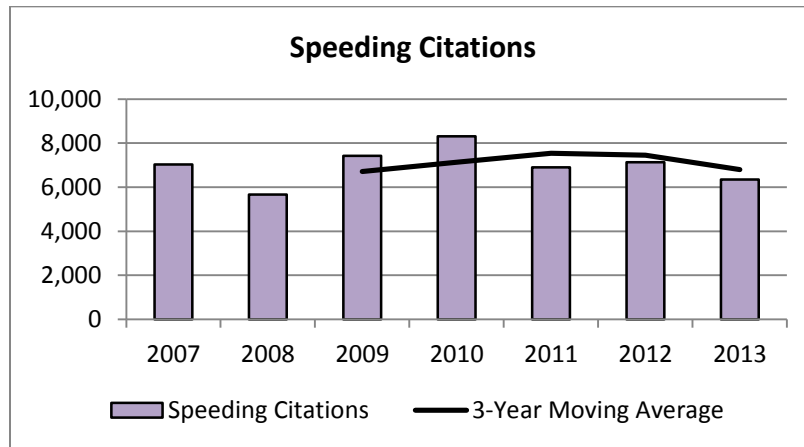
A-2) Impaired Driving Arrests

Year	DUI Arrests	3-Year Average
2007	346	
2008	438	
2009	324	369
2010	398	387
2011	377	366
2012	358	378
2013	365	367



A-3) Speeding Citations

Year	Speeding Citations	3-Year Average
2007	7,036	
2008	5,663	
2009	7,423	6,707
2010	8,311	7,132
2011	6,900	7,545
2012	7,134	7,448
2013	6,353	6,796



Performance Reports

Results for December 31, 2013

The following is a brief status report on the results on how Vermont met the Core performance measures identified in the FFY 2013 Highway Safety Plan.

Goals for Core Measures Set for 12/31/2013	Results
<p>C-1) Number of traffic fatalities</p> <p>GOAL: Vermont will decrease by 6 percent the three-year average of traffic deaths from 72 in 2008 through 2010 to a three-year average of 67.6 by December 31, 2013.</p>	<p>Vermont exceeded its goal by 0.4%. The three-year average by December 31, 2013 was 67.3.</p>
<p>C-2) Number of serious injuries in traffic crashes</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, 2013.</p>	<p>Vermont exceeded its goal by 13.2%. The three-year average by December 31, 2013 was 338.7.</p>
<p>C-3) Fatalities per 100 VMMT (rural and urban)</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, 2013.</p>	<p>The data were not available at the time of writing this report.</p>
<p>C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions</p> <p>GOAL: Vermont will decrease by 6 percent the three-year average of unrestrained passenger vehicle occupant fatalities from 30.7 in 2008 through 2010 to a three-year average of 29 by December 31, 2013.</p>	<p>Vermont exceeded its goal by 4.6%. The three-year average by December 31, 2013 was 27.7.</p>
<p>C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above</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 19.3 in 2008 through 2010 to a three-year average of 18.4 by December 31, 2013.</p>	<p>Vermont did not meet its goal by 12.3%. The three-year average by December 31, 2013 was 20.7.</p>
<p>C-6) Number of speed-related fatalities</p> <p>GOAL: Vermont will decrease by 7 percent the three-year average of speed-related fatalities from 27.0 in 2008 through 2010 to a three-year average of 25.1 by December 31, 2013.</p>	<p>Vermont exceeded its goal by 5.7%. The three-year average by December 31, 2013 was 23.7.</p>
<p>C-7) Number of motorcyclist fatalities (FARS)</p> <p>GOAL: Vermont will not increase the three-year average of motorcyclist fatalities from 7.0 in 2007 through 2010 during the period through December 31, 2013.</p>	<p>Vermont did not meet its goal by 23.8%. The three-year average by December 31, 2013 was 8.7%.</p>

Goals for Core Measures Set for 12/31/2013	Results
<p>C-8) Number of unhelmeted motorcyclist fatalities</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, 2013.</p>	Vermont exceeded its goal by 15%. The three-year average by December 31, 2013 was 1.7.
<p>C-9) Number of drivers age 20 or younger involved in fatal crashes</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, 2013.</p>	Vermont met its goal. The three-year average by December 31, 2013 was 7.0.
<p>C-10) Number of pedestrian fatalities</p> <p>GOAL: Vermont will decrease by 28 percent the three-year average of fatally injured pedestrians from 3.7 in 2008 through 2010 to a three-year average of 2.66 by December 31, 2013.</p>	Vermont did not meet its goal by 125.6%. The three-year average by December 31, 2013 was 6.3.
<p>B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)</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 2013.</p>	Vermont did not meet its goal by 0.5%. The three-year average by December 31, 2013 was 84.6%..

Projected Results for December 31, 2014

The following is a brief status report on Vermont's performance compared to the goals set in GHSP's FFY 2014 HSP. The goals are set for the period ending December 31, 2014. This status report is a projection based on data supplied by the Vermont Traffic Safety Analyst and the Vermont Agency of Transportation Crash Analyst. Fatalities data come from the FARS database for the period January 1 through March 31, 2014. The crash data came from the Crash database for the period January 1 through March 31, 2014. Please note that the data are incomplete, and subject to change, but remain the best data currently available.

Goals for Core Measures Set for 12/31/2014	Projected Results
<p>C-1) Number of traffic fatalities</p> <p>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.</p>	Vermont will not meet its goal by 1%. The projected three-year average by December 31, 2014 is 65.7.
<p>C-2) Number of serious injuries in traffic crashes</p> <p>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.</p>	Vermont will exceed its goal by 12.5%. The projected three-year average by December 31, 2014 is 279.3.

Goals for Core Measures Set for 12/31/2014	Projected Results
<p>C-3) Fatalities per 100 VMMT (rural and urban)</p> <p>GOAL: To decrease fatalities/VMT from the 2009 – 2011 three-year average rate of 0.91 to 0.85 by December 31, 2013.</p>	<p>The data were not available at the time of writing this report.</p>
<p>C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions</p> <p>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.</p>	<p>Vermont will exceed its goal by 9.0%. The projected three-year average by December 31, 2014 is 23.7.</p>
<p>C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above</p> <p>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.</p>	<p>Vermont will not meet its goal by 15.7%. The projected three-year average by December 31, 2014 is 19.7.</p>
<p>C-6) Number of speed-related fatalities</p> <p>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.</p>	<p>Vermont will exceed its goal by 0.6%. The projected three-year average by December 31, 2014 is 23.7.</p>
<p>C-7) Number of motorcyclist fatalities (FARS)</p> <p>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.</p>	<p>Vermont will not meet its goal by 8.2%. The projected three-year average by December 31, 2014 is 8.3.</p>
<p>C-8) Number of unhelmeted motorcyclist fatalities</p> <p>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</p>	<p>Vermont will not meet its goal by 51.5%. The projected three-year average by December 31, 2014 is 1.7.</p>
<p>C-9) Number of drivers age 20 or younger involved in fatal crashes</p> <p>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.</p>	<p>Vermont will not meet its goal by 19.5%. The projected three-year average by December 31, 2014 is 6.3.</p>
<p>C-10) Number of pedestrian fatalities</p> <p>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.</p>	<p>Vermont will not meet its goal by 83.3%. The projected three-year average by December 31, 2014 is 7.3.</p>

Goals for Core Measures Set for 12/31/2014	Projected Results
<p>B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)</p> <p>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.</p>	<p>Vermont will not meet its goal by 1.5%. The projected three-year average by December 31, 2014 is 84.7.</p>

Performance Plan Project Descriptions

Occupant Protection

GOAL 1: To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 0.7 percent from a three-year average rate of 84.6% in 2011 - 2013 to a three-year average rate of 85.2% by December 31, 2015.

GOAL 2: To decrease unrestrained passenger vehicle occupant fatalities 2.5 percent from the three-year average of 27.7 in 2011 - 2013 to a three-year average of 27.0 by December 31, 2015.

1. Project Title: Click It or Ticket National Mobilization

Problem Statement: During calendar year 2013, there were 26 improperly restrained fatalities in Vermont. Currently 15% of Vermonters are not properly restrained on a regular basis.

Countermeasures: *Countermeasures That Work*, 7th Edition, Chapter 2, section 2.1

Strategies: Using statewide and local data conduct occupant protection enforcement efforts in predetermined areas throughout the state.

Goals: To increase the statewide use of proper occupant restraints.

Assigned Staff: GHSP LELs.

Project Description: Vermont Law Enforcement Agencies have participated in the annual Click It Or Ticket (CIOT) campaigns since 2002. During the past 10 years, deployment of all available resources is supported by use of data to determine areas of low seat belt usage. The Vermont Click It Or Ticket Task force is divided into groups of officers from agencies throughout the state. Four teams are comprised of 6-8 officers per team. The teams are deployed to separate geographic areas that data reveals as having a low compliance rate. Vermont's statewide law enforcement authority allows officers from municipal, state, and county to conduct saturation patrols in a focused, collaborative and highly visible manner. Guided by data and motivation, these teams are a highly productive resource.

In addition to the CIOT Task Force, the Law Enforcement Liaisons recruit individual law enforcement agencies for participation in their own jurisdictions. The Vermont State Police, 50 municipal agencies, all 14 Sheriff's departments and local constables all participate for the duration of the CIOT campaign.

In response to Vermont's Occupant Protection Assessment in 2013 a new Occupant Protection Task Force named OP802 was created within Vermont's Highway Safety Alliance. OP802 is made of experts from the areas of Media Outreach, Data analysis, Infrastructure, Law Enforcement, and Education. OP802's function is purely support and has been used on several occasions to provide quick and efficient assists.

On May 19, 2014 Vermont participated in the NHTSA Border to Border initiative along the New York boundary from the Massachusetts line to Canada. This operation will include both day and night events with both New York and Vermont law enforcement agencies.

Budget:

Project #	Click It Or Ticket National Mobilization	Amount	Source
1415-1070	Using proven data driven counter measures and our staff review of past projects this budget has been allocated to the Click It Or Ticket National Mobilization for this federal fiscal year. Agencies with executed agreements will work with four Captains from across the state to formulate a schedule for the project. Using this schedule, program staff will determine an appropriate increase to agencies who wish to participate. Once the breakdown in funding is known, a list of participating agencies will be provided to NHTSA prior to the commencement of the CIOT national campaign.	357,500	\$402

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

Problem Statement: During calendar year 2013, there were 26 improperly restrained fatalities in Vermont. Currently 15% of Vermonters are not properly restrained on a regular basis. Vermont continues to experience improperly restrained children.

Countermeasures: *Countermeasures That Work*, 7th Edition, Chapter 2, sections 2.3; 4.1 and 5.1

Strategies: Using statewide and local data conduct high visibility occupant protection enforcement efforts in predetermined areas throughout the state.

Goals: To increase the statewide use of proper occupant restraints.

Assigned Staff: GHSP LELs.

Project Description: Although the national Click-it-or-Ticket (CIOT) enforcement campaigns are the cornerstone events of Vermont’s Occupant Protection (OP) program, funding is provided to partnering agencies to engage in OP enforcement and education throughout each year. The OP projects are specifically based on data, supported by crash mapping explicitly identifying those areas which are prone to crashes involving unbelted/unrestrained occupants. GHSP has identified geographical areas which historically manifest low belt use. These areas tend to be rural/agricultural areas connected by country roadways. County Sheriffs, Vermont State Police, small local law enforcement agencies and town constables conduct OP enforcement in these areas. Ongoing and periodic enforcement is conducted, especially May through September when data shows more than 50% of unbelted fatalities occur.

In May 2014 OP802 (occupant protection task force) supported a focused enforcement project in Orleans, Essex and Caledonia Counties. These three counties (historically referred to as the Northeast Kingdom) have one of the lowest seat belt use rates in Vermont (less than 78%). This project named “Click-It In the Kingdom” will mirror NHTSA’s Click-It-or-Ticket and augment same by facilitating enhanced and collaborative media releases, data, maps and variable sign messages from Vermont Agency of Transportation, support from Vermont Depts. of Health and Education, and finally judicious law enforcement strategies.

Budget:

Project #	Subgrantee	Budget	Source
1415-1000	Barre City Police	4,000	\$402
1415-1001	Barre Town Police Dept.	4,000	\$402
1415-1002	Bennington Police Dept.	36,000	\$402
1415-1003	Berlin Police Dept.	10,000	\$402
1415-1004	Brandon Police Dept.	6,000	\$402
1415-1005	Brattleboro Police Dept.	10,000	\$402
1415-1006	Bristol Police Dept.	2,000	\$402
1415-1007	Burlington Police Dept. SHARP	10,000	\$402
1415-1008	Caledonia County Sheriff's Dept.	10,000	\$402
1415-1009	Castleton Police Dept.	6,000	\$402
1415-1010	Chittenden County Sheriff's Dept. SHARP	12,000	\$402
1415-1011	Colchester Police Dept. SHARP	10,000	\$402
1415-1012	Colchester Police Dept.	8,000	\$402
1415-1013	Essex County Sheriff's Dept. SHARP	6,000	\$402
1415-1014	Essex Police Dept. SHARP	6,000	\$402
1415-1015	Essex Police Dept.	8,000	\$402
1415-1016	Fair Haven Police Dept.	16,000	\$402
1415-1017	Franklin County Sheriff's Dept.	8,000	\$402
1415-1018	Grand Isle County Sheriff's Dept.	16,000	\$402
1415-1019	Hardwick Police Dept.	8,000	\$402
1415-1020	Hartford Police Dept.	2,000	\$402
1415-1021	Hinesburg Police Dept. Tri-Town	12,000	\$402
1415-1022	Killington Police Dept.	2,000	\$402
1415-1023	Lamoille County Sheriff's Dept.	6,000	\$402
1415-1024	Manchester Police Dept.	4,000	\$402
1415-1025	Milton Police Dept. SHARP	8,000	\$402
1415-1026	Montpelier Police Dept.	8,000	\$402
1415-1027	Morristown Police Dept.	6,000	\$402
1415-1028	Newport Police Dept.	8,000	\$402
1415-1029	Northfield Police Dept.	6,000	\$402
1415-1030	Orange County Sheriff's Dept.	30,000	\$402
1415-1031	Orleans County Sheriff's Dept.	28,000	\$402
1415-1032	Poultney Constable	5,000	\$402
1415-1033	Richmond Police Dept.	8,000	\$402
1415-1035	Royalton Police Dept.	2,000	\$402
1415-1036	Rutland City Police Dept.	74,000	\$402
1415-1037	Rutland County Sheriff's Dept.	40,000	\$402
1415-1038	Shelburne Police Dept. Tri-Town	20,000	\$402
1415-1039	South Burlington Police Dept. Tri-Town	12,000	\$402
1415-1040	Springfield Police Dept.	6,000	\$402
1415-1041	St. Albans Police Dept.	5,000	\$402
1415-1042	St. Johnsbury Police Dept.	8,000	\$402
1415-1043	Stowe Police Dept.	2,000	\$402
1415-1044	UVM Police Services SHARP	8,000	\$402
1415-1045	Vergennes Police Dept.	18,600	\$402

Project #	Subgrantee	Budget	Source
1415-1046	Vermont Department of Liquor Control SHARP	10,000	\$402
1415-1047	Vermont Department of Motor Vehicles SHARP	8,000	\$402
1415-1048	Vermont Department of Motor Vehicles	10,000	\$402
1415-1049	Vermont State Police, Traffic Safety	292,500	\$402
1415-1050	Washington County Sheriff's Dept.	16,000	\$402
1415-1051	Weathersfield Police Dept.	4,000	\$402
1415-1052	Williston Police Dept. SHARP	8,000	\$402
1415-1053	Wilmington Police Dept.	8,400	\$402
1415-1054	Windham County Sheriff's Dept.	18,000	\$402
1415-1055	Windsor County Sheriff's Dept.	16,000	\$402
1415-1056	Winhall Police & Rescue	9,000	\$402
1415-1057	Winooski Police Dept. SHARP	8,000	\$402
Total		932,500	

3. Project Title: Nighttime Belts Task Force

Problem Statement: Improperly restrained fatalities during nighttime hours.

Countermeasures: *Countermeasures That Work*, 7th edition, Chapter 2, section 2.2.

Strategies: Conduct high visibility nighttime seatbelt enforcement supported by public outreach and education.

Goals: Reduce the number of improperly restrained nighttime fatalities by 5% by the conclusion of FFY 2015.

Assigned Staff: GHSP LELs.

Project Description: In Vermont, 44.7% of unbelted fatalities occur between 1800 and 0159 hours. See details below based on data from 2010 – 2012:

Times of Day	Percentage
0200 - 0559	7.9%
0600 - 0959	18.4%
1000 - 1359	13.2%
1400 - 1759	15.8%
1800 - 2159	18.4%
2200 - 0159	26.3%

The Vermont State Police and purposefully selected other law enforcement agencies will conduct nighttime belt enforcement details. 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. Due to the rural nature of Vermont, agencies will be selected based on: The evaluation of overall historical occupant protection performance; availability of resources; and geographical and environment factors, including physical roadways, nighttime lighting and the existing volumes of nighttime traffic.

Our LELs are collaborating with State Police and local agencies to design 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 and communities where traffic is known to travel through that location to get to places for entertainment and employment.

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).

The Border-to-Border Click-It-or-Ticket campaign is an example of an initiative in which Vermont and New York will be conducting enforcement operations in the nighttime hours along points of entry into neighboring states. 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 #	Nighttime Belts Task Force	Budget	Source
1415-1100	Using proven data driven countermeasures and our staff review of past projects, this budget has been allocated to the Nighttime Belts Task Force for this federal fiscal year. Agencies with executed agreements will work with four Captains from across the state to formulate a schedule for the project. Using this schedule, program staff will determine an appropriate increase to agencies who wish to participate. Once the breakdown in funding is known, a list of participating agencies will be provided to NHTSA prior to the commencement of the nighttime seatbelt enforcement efforts.	175,000	\$402

4. Project Title: Child Passenger Safety Statewide Program

Problem Statement: Lack of knowledge about age-appropriate child restraint use; lack of awareness of how to access affordable seats for income-eligible families.

Countermeasures: Countermeasures that Work, 7th Edition, Chapter 2.6.2, Chapter 2.7.1-3.

Strategies: Maintain trained roster of certified technicians, local fitting stations statewide, annual schedule of public inspection events, website, helpline and printed materials for outreach and education and voucher system for income-eligible families to access seats.

Goals: To promote proper and regular use of child safety seats and access to seats for low-income families.

Assigned Staff: Anne Liske

Project 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 2015: 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 system of District Health Offices for voucher distribution for income-eligible families to access seats, including a log of each site's annual distribution data
- Support regional organization of local inspection events statewide and promotion of inspection events calendar
- Support roster of fitting stations and hospital 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 national standardized Basic Certification course; 2) at least one 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

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.

A maximum budget of \$10,000 for car seats will be funded from \$2011 funds.

Budget:

Project #	CPS Statewide Program - Subgrantee	Amount	Source
1415-3000	Vermont Department of Health	380,000	\$405(b)
1215-6500		55,000	\$2011
Total		435,000	

5. Project Title: Occupant Protection Summit

Problem Statement: Vermont’s statewide seatbelt use rate continues to remain in the vicinity of 85 % compliance. Annual seatbelt use surveys continue to demonstrate severe non-use in three distinct sections of the state: Franklin County; The Northeast Kingdom (Essex, Caledonia and Orleans counties) and the Connecticut River Valley (Windham and Windsor counties).

Countermeasures: *Countermeasures That Work*, Seventh edition, Chapter 2, sections 3.1 and 3.2

Strategies: Engage all possible traffic safety advocates and other resources to focus on data to educate those individuals and specific geographical areas which continually produce low seat belt use.

Goals: Reduce the number of major crashes involving unprotected occupants by 10% by 2016 (VT SHSP). Increase the seatbelt use rate in those three identified geographical areas to match the statewide use rate of 85%

Assigned Staff: Anne Liske

The Vermont Strategic Highway Safety Plan (SHSP) identifies this occupant protection issue as: “Critical Emphasis Area 4”. Specifically, the SHSP states: Major crashes involving the lack of occupant protection use have declined significantly with a 15% decrease for the 5-year rolling average since 2004. Despite this progress, this CEA remains a high priority as major crashes are more likely to occur as a result of improper occupant protection. This may include improper seatbelt use, child safety restraint use, and helmet use. Approximately 24% of the major crashes reported indicate no use of occupant protection. This percentage represents an average of more than 110 major crashes per year where injury could be minimized or avoided with the use of proper protection.

These funds will be utilized to engage all of Vermont’s highway safety partners, advocates and other community members to engage in a day long summit to promote occupant protection in the Northeast Kingdom. This summit will be a model for other regional summits which will be held in those areas of historical low seatbelt use rates. The funds will be used to provide the participation of subject matter experts; secure a suitable facility for meeting; provide lunch (and lunch time presenter); informative handouts and brochures and other specific costs directly related to this summit.

Project #	Project	Amount	Source
1415-3022	Occupant Protection Summit	15,000	\$405(b)

Occupant Protection Budget Summary

Project Title	Budget	Source
1. CIOT National Mobilization	357,500	§402
2. Ongoing and Periodic Enforcement	932,500	§402
3. Nighttime Belts Task Force	175,000	§402
4. CPS Statewide Program	380,000	§405(b)
	55,000	§2011
5. Occupant Protection Summit	15,000	§405(b)
§402 Total	1,465,000	
§405(b) Total	395,000	
§2011 Total	55,000	
Total All Funds	1,915,000	

Impaired Driving

GOAL: To maintain alcohol-impaired driving fatalities at the three-year average of 20.7 in 2011 - 2013 by December 31, 2015.

1. Project Title: High Visibility Alcohol Enforcement

Problem Statement: Driving under the influence of alcohol remains a consistent factor in fatal crashes.

Countermeasures: *Countermeasures That Work*, 7th edition, Chapter 1, section 2.

Strategies: Conduct high visibility alcohol enforcement supported by a strong and direct media outreach program.

Goals: Reduce the number of impaired driving fatalities.

Assigned Staff: GHSP LELs.

Project Description: Vermont currently has slightly more than 70 law enforcement agencies including 57 municipal police departments; 14 Sheriff’s departments; the Vermont State Police (VSP); Department of Motor Vehicles Commercial Vehicle Enforcement, and the Department of Liquor Control (DLC) serving the approximately 626,000 residents of the state. The enforcement of alcohol impaired driving is a high priority for the law enforcement agencies throughout the state. The LEA leadership has demonstrated a commitment to traffic safety. There are significant levels of communication and coordination between law enforcement agencies at all levels. These agencies hold regular face-to-face Sheriffs and Chiefs meetings, as well as ongoing, informal communication via intelligence sharing on email groups, which include the involvement of the Governor’s Highways Safety Program (GHSP) Law Enforcement Liaisons (LEL). Many factors 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 78 percent of all agencies in the state participated in national alcohol 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 significant because approximately 80 percent of agencies employ fewer than 24 full time officers. Low staffing levels frequently impact an agency’s ability to participate in traffic safety mobilizations. Many agency executives have instituted an aggressive zero tolerance policy with respect to enforcement of alcohol impaired driving. All agencies receiving funds from the GHSP must have zero tolerance policies.

New portable breath test instruments (PBT’s) are being distributed throughout the state by the Governor’s Highway Safety office in an effort to upgrade PBT’s that are old and, in some cases, inoperable. Digital in-car video recording devices and mobile display terminals are readily available and appear to be effectively utilized. Evidentiary breath test 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 #	Overtime enforcement conducted by local LEAs	Budget	Source
1115-5100	Barre City Police Dept.	6,000	\$164 AL
1115-5101	Barre Town Police Dept.	6,000	\$164 AL

Project #	Overtime enforcement conducted by local LEAs	Budget	Source
1115-5102	Bennington Police Dept.	54,000	\$164 AL
1115-5103	Berlin Police Dept.	16,000	\$164 AL
1115-5104	Brandon Police Dept.	8,000	\$164 AL
1115-5105	Brattleboro Police Dept.	16,000	\$164 AL
1115-5106	Bristol Police Dept.	2,000	\$164 AL
1115-5107	Burlington Police Dept. SHARP	14,000	\$164 AL
1115-5108	Caledonia County Sheriff's Dept.	10,000	\$164 AL
1115-5109	Castleton Police Dept.	22,000	\$164 AL
1115-5110	Chittenden County Sheriff's Dept. SHARP	22,000	\$164 AL
1115-5111	Colchester Police Dept.	10,000	\$164 AL
1115-5112	Colchester Police Dept. SHARP	16,000	\$164 AL
1115-5113	Dover Police Dept.	7,000	\$164 AL
1115-5114	Essex County Sheriff's Dept.	4,000	\$164 AL
1115-5115	Essex Police Dept.	6,000	\$164 AL
1115-5116	Essex Police Dept. SHARP	12,000	\$164 AL
1115-5117	Fair Haven Police Dept.	38,000	\$164 AL
1115-5118	Franklin County Sheriff's Dept.	32,000	\$164 AL
1115-5119	Grand Isle County Sheriff's Dept.	15,000	\$164 AL
1115-5120	Hardwick Police Dept.	8,000	\$164 AL
1115-5121	Hartford Police Dept.	14,000	\$164 AL
1115-5122	Hinesburg Police Dept. Tri-Town	18,000	\$164 AL
1115-5123	Killington Police Dept.	8,000	\$164 AL
1115-5124	Lamoille County Sheriff's Dept.	8,000	\$164 AL
1115-5125	Ludlow Police Dept.	10,000	\$164 AL
1115-5126	Manchester Police Dept.	10,000	\$164 AL
1115-5127	Milton Police Dept. SHARP	14,000	\$164 AL
1115-5128	Montpelier Police Dept.	10,000	\$164 AL
1115-5129	Morristown Police Dept.	12,000	\$164 AL
1115-5130	Newport Police Dept.	10,000	\$164 AL
1115-5131	Northfield Police Dept.	16,000	\$164 AL
1115-5132	Norwich Police Dept.	4,000	\$164 AL
1115-5133	Orange County Sheriff's Dept.	78,000	\$164 AL
1115-5134	Orleans County Sheriff's Dept.	12,000	\$164 AL
1115-5135	Poultney Constable	34,000	\$164 AL
1115-5136	Randolph Police Dept.	4,000	\$164 AL
1115-5137	Richmond Police Dept.	6,000	\$164 AL
1115-5139	Royalton Police Dept.	2,000	\$164 AL
1115-5140	Rutland City Police Dept.	34,000	\$164 AL
1115-5141	Rutland County Sheriff's Dept.	52,000	\$164 AL
1115-5142	Shelburne Police Dept. Tri-Town	34,000	\$164 AL
1115-5143	South Burlington Police Dept. Tri-Town	26,000	\$164 AL
1115-5144	Springfield Police Dept.	8,000	\$164 AL
1115-5145	St. Albans Police Dept.	9,000	\$164 AL
1115-5146	St. Johnsbury Police Dept.	14,000	\$164 AL
1115-5147	Stowe Police Dept.	4,000	\$164 AL
1115-5148	Swanton Village Police Dept.	4,000	\$164 AL
1115-5149	UVM Police Services SHARP	12,000	\$164 AL

Project #	Overtime enforcement conducted by local LEAs	Budget	Source
1115-5150	Vergennes Police Dept.	26,000	\$164 AL
1115-5151	Vermont Department of Liquor Control SHARP	18,000	\$164 AL
1115-5152	Vermont Department of Motor Vehicles SHARP	10,000	\$164 AL
1115-5153	Washington County Sheriff's Dept.	30,000	\$164 AL
1115-5154	Weathersfield Police Dept.	4,000	\$164 AL
1115-5155	Williston Police Dept. SHARP	14,000	\$164 AL
1115-5156	Wilmington Police Dept.	6,000	\$164 AL
1115-5157	Windham County Sheriff's Dept.	11,000	\$164 AL
1115-5158	Windsor County Sheriff's Dept.	18,000	\$164 AL
1115-5159	Windsor Police Dept.	4,000	\$164 AL
1115-5160	Winhall Police & Rescue	8,000	\$164 AL
1115-5161	Winooski Police Dept. SHARP	12,000	\$164 AL
1115-5162	Woodstock Police Dept.	4,000	\$164 AL
Total		956,000	

2. Project Title: DUI Mobile Task Force

Problem Statement: DUI trends, patterns and specific locations can change quickly. In some areas there is a lack of available resources to efficiently and effectively address the problem before it becomes larger in scope.

Countermeasures: *Countermeasures That Work*, 7th edition, Chapter 1, section 2.

Strategies: Quick deployment of a multi-agency task force to conduct high visibility in locations exhibiting existing or emerging DUI patterns.

Goals: To reduce the number of alcohol related fatal crashes in areas identified using real time data.

Assigned Staff: GHSP LELs.

Project 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 all law enforcement agencies in 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 LELs; 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.

The DUI Task Force Team developed an enforcement plan for the upcoming months. This plan includes an enforcement presence for events such as Super Bowl Sunday, St. Patrick’s Day, the City of Burlington’s Mardi-Gras celebrations, Cinco de Mayo, Antique car shows, festivals, fishing derbies, town fairs and expositions in various locations throughout the state. DUI Task Forces were utilized as recently as May, and were deployed in two of the 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 time frames as national Drive Sober or Get Pulled Over campaigns and used in conjunction with the Vermont’s award-winning Drive Hammered and Get Nailed public service announcement.

The Vermont State Police has a new data analyst in place. 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	Budget	Source
1215-5200	Using proven data driven counter measures and our staff review of past projects this budget has been allocated to the DUI Mobile Task Force for this federal fiscal year. Agencies with executed agreements will work with four Captains from across the state to formulate a schedule for the project. Using this schedule, program staff will determine an appropriate increase to agencies who wish to participate. Once the breakdown in funding is known, a list of participating agencies will be provided to NHTSA prior to the commencement task force efforts. All participating agency personnel will be compensated at the pre-approved overtime enforcement rate.	250,000	\$164 AL

3. Project Title: DUI Regional Task Force

Problem Statement: Although impaired driving crashes are more prevalent on local roadways crashes may be more violent and produce more severe injuries and death. In addition detection may be more difficult on free flowing traffic speeds.

Countermeasures: *Countermeasures That Work*, 7th edition, Chapter 1, section 2.2.

Strategies: The Vermont State Police, working collaboratively with county and local law enforcement agencies will perform impaired driving enforcement on secondary road which provide access to Interstates 89 and 91.

Goals: Eliminate DUI crashes on Interstates 89 and 91.

Assigned Staff: Ted Minall.

Project Description: Although there is an existing mobile DUI Task Force, a second task force, serving a more regional area is well in the planning stages. Coordinated by the Vermont State Police this task force will concentrate on working details further upstream in an effort to identify potentially impaired drivers who are en-route to, and coming from, locations where special events are planned. Joining State Police 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 the latest data the Regional Task Force 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
1415-4020	VSP Regional DUI Task Force	100,000	\$405(d)
1215-4320		120,000	\$410
Total		220,000	

4. Project Title: Alcohol Program Consultant

Problem Statement: Lack of long term strategy for accomplishing recommendations listed in Vermont’s 2012 Impaired Driving Assessment.

Countermeasures: As cited in the 2012 Impaired Driving Assessment.

Strategies: Engage a contracted vendor to develop a comprehensive, long term strategic plan to accomplish the recommendations cited in the Impaired Driving Assessment.

Goals: To design a written strategic plan listing all of the achievable improvements to the state’s impaired driving program. Accomplish this by the end of Federal Fiscal Year 2015.

Assigned Staff: Ted Minall.

Project Description: GHSP staff continues to improve the program’s impaired driving countermeasures. But GHSP does not have a clear long time action plan for continued development and implementation statewide application.

The January 2012 Technical Assessment of Vermont’s Alcohol 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 that have not yet been implemented in the most efficient and effective design. The consultant will prepare a strategic impaired driving plan to be managed by GHSP through the position of the future Impaired Driving Program Coordinator.

Budget:

Project #	Project	Budget	Source
1415-4015	Alcohol Program Consultant	100,000	\$405(d)

5. Project Title: Impaired Driving Program Coordinator

Problem Statement: Vermont does not have a dedicated Impaired Driving Coordinator.

Countermeasures: Recommendation of 2012 Impaired Driving Assessment.

Strategies: Create a position, either with a dedicated employee or a contractor vendor to fill the position of Impaired Driving Coordinator.

Goals: Create the position of Impaired Driving Coordinator prior to the end of Federal Fiscal Year 2015.

Assigned Staff: Ted Minall

Project Description: Currently, GHSP does not have a designated Impaired Driving Coordinator. During the past two years efforts to create this position have been difficult due to the reduction/elimination of state positions. During that same two years impaired driving issues continue to become more complicated. The enforcement of impaired driving supported by education and public outreach has many moving parts and needs constant management to be most effective. The Impaired Driving Coordinator position creates one central point of contact and provides continuity of messaging and leadership. This position fits very nicely into the effort to coordinate efforts between our primary federal, state and local partners. The coordinator will provide more efficient oversight of the states Standard Field Sobriety Training; Advanced Roadside Investigation of Impaired Driving (ARIDE); the DRE program and any other aspects of the state’s impaired driving program. 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 and technology. A dedicated coordinator can utilize data and employ constantly developing technology to focus the state’s resources directly on those times, days and locations experiencing measurable impaired driving activity.

In addition, the coordinator will assist with the development and full implementation of Data supporting programs such as Web Crash and electronic ticketing. Using traffic ticket information to analyze and understand traffic safety problems before they become crash problems is fundamental portion of predictable policing.

The budget would fund a new position to include the standard salary, benefits, travel, and training expenses. Training the first year would include Program Management, Managing Federal Finances, and any other reasonable training that would enhance the position.

Budget:

Project #	Project	Budget	Source
1415-4016	Impaired Driving Program Coordinator	75,000	§405(d)

6. Project Title: Traffic Safety Resource Prosecutor

Problem Statement: The need for additional resources to promote the impaired driving program and assist in the prosecution or impaired operators.

Countermeasures: *From Ticket to Docket: Leveraging LELs, TSRPs and JOLs to Maximize Desired Outcomes; Countermeasures That Work*, 7th Edition, Chapter 1, section 3.1.

Strategies: Utilize the TSRP for the support of the state’s impaired driving programs.

Goals: Continual enhancement of the state’s ability to successfully adjudicate impaired motor vehicle operators; increase the level of training, now available to the state’s law enforcement community and judiciary.

Assigned Staff: Ted Minall.

Project 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 2014, the TSRP has worked with many of the State’s Attorneys throughout the fourteen

counties. Already experienced in the prosecution of impaired driving, the TSRP provided an additional asset and support for those impaired driving cases which may have posed some extenuating challenges. The TSRP is fully engaged with the State’s Drug Recognition Expert program and attended the most recent Vermont sponsored DRE school. This time investment has already provided some additional benefits it provides guidance to a number of deputy prosecutors working impaired driving cases in their counties. In addition, 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. The TSRP was closely involved with the development, introduction and stabilization of Vermont’s recently passed drugged driving law.

TSRP will work closely with laboratory staff during FFY 2015 on issues relating to impaired driving specimen testing and matters relating to the DataMaster program. The budget is used to reimburse 80% of the salary, benefits, travel, DRE related training, and transcripts for a special prosecutor working for the Vermont Department of State’s Attorneys and Sheriffs. The budget will also fund the costs of in-state training for Vermont prosecutors and local law enforcement relating to the processing of impaired driving cases.

Budget:

Project #	Project	Budget	Source
1415-4025	Traffic Safety Resource Prosecutor (TSRP)	130,000	§405(d)

7. Project Title: Judicial Outreach Liaison (JOL)

Problem Statement: Historical, ineffective communication between traditional traffic safety advocates and members of the judicial community.

Countermeasures: *Countermeasures That Work*, 7th Edition, Chapter 1, section 3.1 and recommended by NHTSA and the American Bar Association

Strategies: Engage a retired or active judge to perform liaison functions with current members of the judicial community.

Goals: Continued improvement in communication and understanding between the state’s traffic safety community and Vermont’s judicial community.

Assigned Staff: Ted Minall.

Project Description: During 2013 the Vermont Traffic Safety Resource Prosecutor (TSRP) successfully recruited a very well respected and highly credentialed retired Vermont judge to work with GHSP as the Judicial Outreach Liaison (JOL). The JOL has become an integral part of Vermont’s traffic safety team, providing guidance and counsel, not previously available to all of the members of the GHSP staff. The JOL will continue to 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.

An important part of the Department of Public Safety’s (DPS) March 2014 “Drugged Driving Summit” was the judicial panel led by the JOL. This presentation, coupled with a question and answer period provided the attendees with some insights and clarity relating to the impaired driving prosecution and unique alternative post-adjudication options.

This summer the JOL will work with the TSRP and the state’s DRE oversight committee to conduct a court testimony specific training for the state’s DRE cadre. Constantly evolving drug trends and the application of new and existing laws require specific attention to those issues which may impact the successful prosecution of impaired drivers. Preparing the state’s DRE practitioners through well-developed training formats and creative mock trial settings are most valuable during these times of uncertain change.

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 trainings will be workshops for law enforcement officers providing them with instruction on the development of effective DUI strategies and stronger court cases.

The budget funds a contract with a retired Vermont judge that includes an hourly rate for time charged and a small amount for travel and supplies.

Budget:

Project #	Project	Budget	Source
1415-4026	Judicial Outreach Liaison (JOL)	75,000	\$405(d)

8. Project Title: DUI Court Pilot – Windsor County

Problem Statement: Persistent number of repeat DUI offenders.

Countermeasures: *Countermeasures That Work*, 7th edition, section 3.1.

Strategies: Regular court team meetings for continuous review, planning and implementation of all phases of the DUI Court process, evaluation, and specialized training opportunities.

Goals: The goal of the DUI Court is to protect public safety by using the highly successful Drug Court model that uses accountability and long-term treatment to change offenders’ behavior.

Assigned Staff: Anne Liske.

Project Description: The Windsor DUI Court, an accountability and treatment court dedicated to changing the behavior of hardcore DUI offenders will complete its first full year of operation in January 2015. The Windsor County State’s Attorney has developed a multidisciplinary team approach to the establishment of this pilot court, establishing a policies and procedures manual for the court team process, a participant handbook and a database for analysis of all aspects of the court’s process and participants’ progress. An evaluation of the first year is being completed by the Vermont Center for Justice Research at Norwich University. The team schedules regular opportunities to bring in specialized trainers or send members to national DUI Court trainings. 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 is 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.

The budget funds a Memorandum of Understanding with the Vermont Court Administrator’s Office and covers the salary and benefits of a Court Coordinator, a contract for a Case Manager for health care and rehabilitation services, the cost of the program evaluation, fees for drug testing, incentives for compliant behaviors (reduction in fees), in-state staff travel, participant CRASH and ISAP program fees, and some training/conference costs for the team.

Budget:

Project #	Project	Budget	Source
1215-4305	DUI Court Pilot - Windsor County	300,000	\$410

9. Project Title: DUI Court Statewide

Problem Statement: DUI recidivism remains a persistent issue statewide.

Countermeasures: Countermeasures That Work, 7th edition, section 3.1.

Strategies: Statewide education, outreach and training with states attorneys, courts personnel, policymakers and allied stakeholders.

Goals: To reduce recidivism by expansion of availability of DUI Courts statewide.

Assigned Staff: Ted Minall.

Project 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 recommended as 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, the initial Vermont county engaged in the development of a DUI Treatment Court, commenced its first docket in December 2013. Criminal justice professionals throughout Vermont continue to benefit substantially from the assistance and guidance of a state coordinator to organize, manage, and lead the statewide expansion of the DUI Treatment Courts. The expansion goal in FFY 2015 is to finalize a second county to site a DUI Treatment Court.

Obviously, consistency and organizational standardization are keys to successful expansion and implementation. 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 of any structured ability to learn about and export the best and most innovative sentencing practices from county to county. A continuous component of the statewide 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 continued 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.

The budget funds maintains the Statewide General Counsel with the Department of Public Safety to include salary and benefits, office supplies, printing and phone expenses, in-state mileage and travel, attending the Drug Policy Alliance International Conference and hosting a training in Vermont for judges, court officials, and prosecutors.

Budget:

Project #	Project	Budget	Source
1215-4301	DUI Court Statewide	468,600	\$410
1415-4037		240,000	\$405(d)
Total		708,600	

10. Project Title: Consultant to Streamline DUI Affidavit

Problem Statement: The current Vermont driving under the Influence affidavit is time consuming and difficult to negotiate.

Countermeasures: *Countermeasures That Work*, 7th edition, Chapter 1, page 1-10.

Strategies: Contract with a vendor to produce a more effective and efficient process for the preparation of a driving under the Influence affidavit.

Goals: Engage a vendor to complete this process prior to the end of Federal Fiscal Year 2015.

Assigned Staff: Ted Minall.

Project Description: Historically the Vermont law enforcement community has consistently voiced displeasure with the state’s existing DUI affidavit. Law enforcement leadership as well as DUI and DRE practitioners are collectively disappointed regarding the seemingly inefficient processing requirements related to this four page document. The “Implied Consent” portion is one of the affidavit’s sections that is consistently criticized as overly complicated and unrealistic in format.

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 now see it as a challenging 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.

Any improvement which effectively shortens the current arrest process procedure, without creating legal vulnerability, would be welcomed by the Vermont's law enforcement community. An efficient, technology assisted affidavit is an extremely integral step in the evolution of this current archaic impaired driving arrest processing program.

Budget:

Project #	Project	Budget	Source
1215-4310	Contract to Streamline DUI Affidavit	100,000	\$410

11. Project Title: Forensic Laboratory Support Program

Problem Statement: Inability of Vermont's State Forensic Laboratory to perform full range of blood testing relating to drugged driving.

Countermeasures: *Countermeasures That Work*, 7th edition, Chapter 1, section 7.

Strategies: Provide the Vermont Forensic Laboratory with as much support as possible to develop the ability to conduct all blood samples testing in the state's laboratory.

Goals: Reduce the cost of out of state blood sample testing in those cases relating to drugged driving.

Assigned Staff: Ted Minall.

Project Description: Vermont's DRE program is continually expanding and is supported by the increase of ARIDE trainings. These two elements, coupled with the spread of opiate use currently places a workload burden on the state's forensic lab. Many of the impaired driving related blood specimens are now shipped out of state for testing. Right now this is the most cost effective method of processing these samples. Projecting future testing volume may make this vendor provided process cost prohibitive.

The Commissioner of Public Safety has directed the Department of Public Safety Forensic Laboratory to conduct a concise needs assessment reflecting current testing abilities and on-going requirements enabling in-state processing for both these impaired driving related breath and blood testing. This evaluation is nearly completed and the determinations will provide clearer insight into current and future requirements to make the lab more adaptable to on-going developments.

These 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.

This particular position will be staffed by an experienced chemist whose work will be 100% dedicated to driving under the influence cases. This employee will not engage in any activities outside of these DUI related matters.

Budget:

Project #	Vermont Forensic Laboratory Support	Budget	Source
1415-4040	Vermont Forensic Laboratory Supplies, Equipment, and Training	294,600	\$405(d)
1215-4340		100,000	\$410
1415-4041	Vermont Forensic Laboratory Chemist	100,000	\$405(d)
Total		494,600	

12. Project Title: SFST and ARIDE Updates

Problem Statement: Difficulty in maintaining statewide levels of officers trained/certified and updated in Standard Field Sobriety Testing and Advanced Roadside Impaired Driving training.

Countermeasures: *Countermeasures That Work*, 7th edition, Chapter 1, section 2.1.

Strategies: Conduct regular, regional training sessions to insure all of the state's officers receive trainings and updates in SFST and ARIDE.

Goals: Provide SFST and ARIDE trainings/updates to every Vermont law enforcement officer in the state. Facilitate on-line trainings in ARIDE and regional updates in SFST during Federal Fiscal Year 2015.

Assigned Staff: Ted Minall.

Project 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.

GHSP continues to support the Advanced Roadside Impaired Driving Enforcement (ARIDE) training. The Vermont State Police have made a commitment to have all of their enforcement troopers ARIDE certified. All of the Department of Motor Vehicles Commercial Enforcement and Safety Unit enforcement inspectors have been trained in ARIDE. ARIDE is very popular and GHSP will make efforts to provide training opportunities to any officer who's engaged in traffic enforcement duties. ARIDE's collateral benefit is providing student officers with a glimpse of the DRE program and the potential to recruit DRE candidates from classes of ARIDE students.

Three such regional trainings have taken place during FFY 2014. An additional three such trainings will also take place in FFY 2015. The online ARIDE curriculum is now available and GHSP will continue to monitor its effectiveness of this delivery system.

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.

The budget will fund printing of course-related material, training devices and equipment, and in-state instructor travel-related costs.

Budget:

Project #	Project - Subgrantee	Budget	Source
1415-4017	ARIDE Training	75,000	\$405(d)
1215-5301	SFST Training	100,000	\$164 AL
Total		175,000	

13. Project Title: DRE Program

Problem Statement: Continued increase in the incidents of operating a motor vehicle under the influence of a drug other than alcohol.

Countermeasures: *Countermeasures That Work*, 7th edition, Chapter 1, section 7.1

Strategies: Continue to use data to determine the most effective and efficient deployment of the state’s Drug Recognition Expert Program.

Goals: To create a system of available, on-call, DRE’s to respond to each and every request for a DRE to conduct a drugged driving evaluation.

Assigned Staff: Ted Minall.

Project 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 35 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 hosted its second DRE School in February of 2014. Once again, opportunities to attend were 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 (ARIDE) training to help law enforcement cope with these demands. ARIDE 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 2015 GHSP will host the state’s third regional school as part of the DRE certification process.

This DRE School will be held in the Burlington area and take place in the Fall of 2014 or early in 2015. 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. Although the Vermont DRE program has been recognized by IACP since 2006, statewide case law has yet to be established.

Currently a large number of specimen samples are shipped out of state for analysis. The Vermont forensic laboratory is not capable of conducting such tests. If the results of a laboratory test is questioned by the defense, in a case which may influence the successful establishment of case law, the out of state chemists will be required to appear in Vermont to testify. In addition a very complicated process of security testimony from other potential witnesses (either by personal appearance or by deposition) will occur. This will incur significant costs. This is a process that will be facilitated by the TSRP, but the use of the JOL may infringe on the judge's code of ethics. Vermont, like the rest of the nation, is experiencing an increase in drugged driving. During calendar year 2013, Vermont DREs conducted more than 200 DRE evaluations. This number is up from the approximately 160 evaluations conducted in 2012. 2013 state data indicate that there were 15 fatalities involving either drugs other than alcohol or alcohol combined with other drugs.

In keeping with evolving best practices, GHSP has begun the distribution of electronic tablets to all of the state's DREs. This is currently in the testing stage and formatting is being adapted to the Vermont specific needs. Upon successful completion of the pilot, these tablets will be assigned to the individual DREs and will be utilized solely for conducting DRE evaluations. This will permit the DRE in the field to electronically complete the DRE process and send it directly to the national database. This will not only expedite the evaluation process but also reduce errors possibly provide additional guidance for the evaluating DRE.

The budget for the DRE Test Case is to cover the cost of out-of-state subject matter expert witnesses, to provide supporting court testimony.

Budget:

Project #	Project - Subgrantee	Budget	Source
1415-4030	DRE Call-out Pay	50,000	\$405(d)
1415-4031	DRE training/conferences/Supplies	30,000	\$405(d)
1415-4032	DRE Regional Training sponsored by VT	60,000	\$405(d)
1415-4033	DRE Test Case	150,000	\$405(d)
1415-4034	DRE NMS Lab Tests (NMS Only)	65,000	\$405(d)
1415-4035	DRE iPads	16,000	\$405(d)
1415-4036	DRE Outside Lab Tests (NON NMS)	10,000	\$405(d)
Total		381,000	

14. Project Title: DUI Related Equipment

Problem Statement: Law enforcement agencies, participating in impair driving enforcement may not have updated, functional roadside breath testing devices.

Countermeasures: *Countermeasures That Work*, 7TH Edition, Chapter 1, section 2.3

Strategies: Provide those agencies which have demonstrated active participation in national and state initiated impaired driving enforcement campaigns with updated equipment to improve efficiency and effectiveness.

Goals: Assist law enforcement agencies to expand, increase and improve their current impaired driving prevention and detection strategies.

Assigned Staff: Ted Minall.

Project 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
1215-4315	Updated PBTs for Vermont LEAs - 375 units @ \$400	150,000	\$410

15. Project Title: DUI Information Integration

Problem Statement: Difficulty accessing timely and accurate information relating to Impaired Driving.

Countermeasures: *Countermeasures That Work*, 7th Edition, Chapter 1, Deterrence, page 1-10, 1-11

Strategies: Develop a user-friendly, comprehensive data retrieval system tracking incidents of impaired driving from the initial vehicle stop through final adjudication.

Goals: Utilize existing and emerging technology to create a functional system to facilitate data retrieval before the end of Federal Fiscal Year 2016.

Assigned Staff: Ted Minall.

Project 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. This project is somewhat similar to the MIDRIS design and including the ability to track from the stop to the final adjudication. It would also be informative to see how many operators are cited for DUI and subsequently charged/convicted of lesser offenses and in which

particular jurisdictions. The contractor will be responsible for: designing, testing and implementing and integrating the process with existing and emerging RMS platforms. 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
1215-5300	Contractor	122,000	§164 AL

16. Project Title: Impaired Driving Summit

Problem Statement: During calendar year 2013, 24 of the 70 total fatalities (34%) on Vermont roadways were under the influence of alcohol (Vermont Agency of Transportation)

Countermeasures: *Countermeasures That Work*, seventh edition Chapter 1, page 1-7.

Strategies: Communications and outreach: inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable

Goals: Reduce the number of major crashes related to impairment by 10% by 2016 (VT SHSP)

Assigned Staff: Ted Minall

During March of 2014, GHSP staff, working in cooperation with AAA of Northern New England, hosted a Drugged Driving Summit. The event was attended by 130 guests including representation from Federal, State and local government agencies as well as traditional and non-traditional partners. This impaired driving summit will focus of educating all attendees regarding existing and developing research, data, science and technology to address the state’s impaired driving issues using a collection of collaborative strategies. The attendees will represent the same cross section of partners that attended the Drugged Driving Summit and will also involve those resources directly related to alcohol addiction and prevention.

The funds will be used to provide the participation of subject matter experts; secure a suitable facility for meeting; provide lunch (and lunch time presenter); informative handouts and brochures and other specific costs directly related to this summit.

Project #	Impaired Driving Summit	Budget	Source
1415-4084	Impaired Driving Summit	30,000	§405(d)

Impaired Driving Budget Summary

Project Title	Budget	Source
1. High Visibility DUI Enforcement	956,000	\$164 AL
2. DUI Mobile Task Force	250,000	\$164 AL
3. DUI Regional Task Force	100,000	\$405(d)
	120,000	\$410
4. Alcohol Program Consultant	100,000	\$405(d)
5. Impaired Driving Program Coordinator	75,000	\$405(d)
6. Traffic Safety Resource Prosecutor	130,000	\$405(d)
7. Judicial Outreach Liaison	75,000	\$405(d)
8. DUI Court Pilot - Windsor County	300,000	\$410
9. DUI Court Statewide	468,600	\$410
	240,000	\$405(d)
10. Contract to Streamline DUI Affidavit	100,000	\$410
11. Vermont Forensic Laboratory Support	294,600	\$405(d)
	100,000	\$410
12. Vermont Forensic Lab Chemist	100,000	\$405(d)
13. SFST & ARIDE Updates	75,000	\$405(d)
	100,000	\$164 AL
14. DRE Program	381,000	\$405(d)
15. DUI Related Equipment	150,000	\$410
16. DUI Information Integration	122,000	\$164 AL
17. Impaired Driving Summit	30,000	\$405(d)
\$405(d) Total	1,600,600	
\$410 Total	1,238,600	
\$164 AL Total	1,428,000	
Total All Funds	4,267,200	

Law Enforcement Support

GOAL: To decrease speed-related fatalities 1.9 percent from the three-year average of 23.7 in 2008 - 2013 to a three-year average of 23.8 by December 31, 2015.

1. Project Title: Vermont Law Enforcement Challenge

Problem Statement: Law enforcement agencies are in need of assistance during the improvement of their traffic safety programs. Other law enforcement agencies deserve recognition for their contributions to traffic safety.

Countermeasures: The IACP, National Law Enforcement Challenge; the State of Vermont Law Enforcement Challenge.

Strategies: To simplify a statewide law enforcement challenge, enabling additional participation.

Goals: To develop a functional and efficient statewide law enforcement challenge.

Assigned Staff: GHSP LELs.

Project Description: The Vermont Law Enforcement Challenge will be moving into a new and different era for the 2014-2015 year. Once modeled after the IACP National Law Enforcement Challenge, Vermont recognized a need to use this program as a means of working closely with our agencies to help them achieve the goals of their agency and those of the Challenge concept. A simplified application process is being adopted that will encourage more agencies to participate and yet be comprehensive and engineered to address the problems faced by small, rural departments. VLEC helps police departments analyze and focus on their traffic safety activities and recognizes departments for effective programs.

Highway Safety funding is used to pay for VLEC training and support materials, the awards event at a local conference center, plaques, and police equipment awards. There is a grand prize awarded to an agency that will provide for transportation and lodging at 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. With the new application format in place the GHSP Law Enforcement Liaisons will 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 LEL's will offer suggestions and technical assistance to improve performance and effectiveness.

The participant's in each of the categories has the opportunity to receive items of traffic safety equipment, which will enhance 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
1415-4014	Vermont Law Enforcement Challenge (includes 25% indirect in §402)	12,000	§405(d)
1415-2101		24,000	§402
Total		36,000	

2. Project Title: Law Enforcement Liaisons

Problem Statement: State, county and local law enforcement agencies require assistance conducting activities which are priority missions for the state highway safety office. NHTSAs national priorities need promotion at the state, county and local levels.

Countermeasures: *From Ticket to Docket: Leveraging LEL's, TSRP's, and JOL's to Maximize Desired Outcomes.*

Strategies: Provide technical assistance, training, information, leadership and support to all traditional and non-traditional traffic safety advocates within the state.

Goals: Continue to increase interest in the support of GHSPs priority initiatives. Increase LEAs participation in national enforcement campaigns to 90% by the completion of FFY 2015.

Assigned Staff: Ted Minall.

Project Description: Vermont contracts with two Law Enforcement Liaisons who are geographically positioned to provide technical assistance to law enforcement agencies (LEAs) throughout the state. These LELs provide technical assistance, training and hands-on coordination between the state's LEAs and the GHSP staff. This coordination facilitates statewide mobilizations of impaired driving, occupant protection, DUI and all national enforcement campaigns, such as Click It or Ticket campaigns. Coordinating these activities requires collaboration with law enforcement agencies, the state's Departments of Transportation, Motor Vehicles, Liquor Control, Health, the Agency of Education and other state, county and municipal agencies and organizations.

GHSP's LEL's provide leadership and guidance for the Impaired Driving enforcement task force, the Click-It-or-Ticket Task Force, and the Occupant Protection Task Force. It should be noted these are in-state task forces which operate during the national campaign time frames and at other periods during the year. Together the LEL's will organize the annual Click It or Ticket and Drive Sober or Get Pulled Over impaired driving initiatives and compile appropriate data for all related enforcement efforts. The LELs will work collaboratively with the Vermont Association of Chiefs of Police, the Sheriffs' Association and the Vermont State Police to achieve sustained enforcement of all the state's traffic safety priorities.

Law Enforcement Challenge: The Vermont Law Enforcement Challenge will be reviewed and efforts will be made to create efficiencies in the application process to encourage broader participation.

OP and DUI: Both LELs will continue to develop Occupant Protection and Impaired Driving task forces, which will work in partnership with members of the Vermont Highway Safety Alliance.

DRE: The LELs actively promote the state's DRE program and recruit candidates for scheduled Advanced Roadside Impaired Driving Enforcement (ARIDE) trainings.

Media: Creative media projects such as the "Drive Hammered, Get Nailed" or seasonal press releases are the responsibility of the LELs. Use of Alliance Sport Marketing is guided by the LELs to maximize exposure to traffic safety priorities at large gatherings of semi-pro baseball, soccer, stock car racing and college basketball and hockey.

PBTs: Over 300 new personal breath test units will be distributed appropriately to those Vermont LEAs who have demonstrated a need and a willingness to actively participate in the state's data driven enforcement programs.

Budget:

Project #	Project	Budget	Source
1415-4012	LEL #1 (includes 25% indirect in §402)	50,000	§405(d)
1415-2120		56,250	§402
1415-4013	LEL #2 (includes 25% indirect in §402)	50,000	§405(d)
1415-2121		56,250	§402
Total		212,500	

3. Project Title: Mobilization Equipment incentives

Problem Statement: Vermont’s law enforcement agencies non-participation in national traffic enforcement campaigns.

Countermeasures: *Countermeasures That Work*, 7th edition, Chapter 1, sections 2.3; 2.5 and 6.2

Strategies: Provide traffic safety related equipment incentives to encourage LEAs to participate in national traffic safety enforcement campaigns.

Goals: Achieve 100% participation by all Vermont law enforcement agencies before the end of Federal Fiscal Year 2015.

Assigned Staff: Ted Minall.

Project Description: The Vermont Governor’s Highway Safety office strives to engage all Vermont law enforcement agencies in active participation in national, statewide and local data driven enforcement events. In the past approximately 56% of our agencies participated regularly in the High Visibility Enforcement (HVE) events. With the introduction of a financial reward, that has to be earned, participation has grown to 72-75%. To earn this reward, agencies must comply with standards established in the registration process. These standards include the need for agencies to base their enforcement on crash data, surveys and arrest data. They must agree to fulfill a minimum number of enforcement hours. During the enforcement hours agencies are required to participate in safety or sobriety checkpoints in addition to saturation patrols. 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 programs.

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 #	Mobilization Equipment Incentives	Budget	Source
1415-2000	Mobilization Equipment Incentives - Using proven data driven countermeasures and our staff review of past projects, this budget has been allocated to Mobilization Equipment Incentives for this federal fiscal year. Agencies with executed agreements will receive agreements based upon participation in the four NHTSA Mobilization. This information is tracked yearly by our LELs. Once the breakdown in funding is known, a list of participating agencies will be provided to NHTSA prior to the commencement of the Mobilization Equipment Incentives efforts.	405,000	\$402
Total		405,000	

4. Project Title: Crash Reconstruction Support

Problem Statement: Crash causation factors are not always readily determined at the scene of a crash by officers, not specifically trained in reconstruction skills.

Countermeasures: NHTSA historical support of the crash re-constructionist trainings and protocols.

Strategies: Provide crash re-constructionist training to Vermont law enforcement agencies.

Goals: To develop an effective cadre of officers trained in the skills, science and technology of a crash re-constructionist, in order to provide a response to each appropriate crash incident.

Assigned Staff: Ted Minall

Project Description: The Vermont State Police Crash Reconstruction team is the primary investigation unit for serious bodily injury and fatality cases within the State of Vermont. The team responds to more than 50 motor vehicle crashes in Vermont annually. Approximately 45% of the calls the team responds to are in support of local and county law enforcement agencies. The team utilizes four Sokkia total stations deployed throughout the state. In addition, the team utilizes complex diagraming software. With more vehicles being required to be equipped with Event Data Recording systems the team is being called more frequently to perform the downloads on these vehicles to capture speed, braking, seat belt usage and engine throttle.

There are 14 fully certified crash re-constructionists on the team who each have over 280 hours of class room training.

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. The budget funds the purchase of software updates for the reconstruction equipment as well as the Airbag Control Module (ACM) and the Crash Data Retrieval (CDR) cables that plug into the vehicle that are necessary to keep current with evolving modifications, including car manufacturer updates or the introduction of a new model.

Budget:

Project #	Crash Reconstruction Support	Budget	Source
1415-2100	Vermont State Police (includes 25% indirect in §402)	20,000	§402

5. Project Title: Law Enforcement Training Programs

Problem Statement: Some pertinent traffic safety related training not readily available to law enforcement officers within the state of Vermont.

Countermeasures: *Countermeasures That Work*, 7th edition, page 1-10.

Strategies: Provide support to law enforcement partners to attend specific traffic safety related trainings, supporting state priorities, conducted in-state and out-of-state.

Goals: Maintain the ability to sponsor selected law enforcement partners to attend trainings which will promote NHTSA’s traffic safety priorities.

Assigned Staff: Ted Minall.

Project Description: Traffic Safety technology, science and information are under constant development and revision. Training to enhance current procedures and processes continually appears in the traffic safety world. It’s a dynamic industry inspired by existing priorities and influenced by the efforts of traffic safety advocates to improve performance. These types of law enforcement trainings will be focused on new information and investigative techniques that will benefit our priority program areas.

Every year, training opportunities for law enforcement officers and supporting personnel arise that cannot be predicted prior to or during the creation of the HSP including: topical training relating to issues such as advanced crash investigation, enforcement strategies, equipment development, technical training and assistance, informational workshops, data and mapping proficiency, and other traffic safety related training, some of which is sponsored by NHTSA and other federal agencies. GHSP encourages traffic safety partners to participate in these types of trainings and to bring skills learned, information and new ideas back to Vermont and share them with the state’s traffic safety community. Funds will be utilized to provide support for training registration costs; travel expenditures and other narrowly related costs preapproved by GHSP.

Budget:

Project #	Project	Budget	Source
1415-2102	Law Enforcement Training Programs (includes 25% indirect in §402)	10,000	§402

6. Project Title: Law Enforcement Program Coordinators

Problem Statement: Continuous need of monitoring for compliance with timeliness and completeness of program deliverables.

Countermeasures: See countermeasures related to law enforcement projects/activities as indicated throughout this document.

Strategies: Regular document review, site visits and technical assistance with grantees and contractors; attend training for professional development and collaborative meetings with highway safety partners as needed.

Goals: To ensure quality and consistency with grants and contracts deliverables, all of which are designed to address the critical emphasis areas in the State Highway Safety Plan and the Highway Safety Plan.

Assigned Staff: Betsy Ross and TBD.

Project 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
1415-2200	Law Enforcement Program Coordinator #1 (includes 25% indirect in §402)	93,750	§402
1415-2201	Law Enforcement Program Coordinator #2 (includes 25% indirect in §402)	106,250	§402
1415-2202	Law Enforcement Program Assistant (includes 25% indirect in §402)	25,000	§402
Total		225,000	

Project Title: Distracted Driving Education and Enforcement

Problem Statement: Incidents of distracted driving and related crashes continue to increase throughout the state.

Countermeasures: *Countermeasures That Work*, Seventh edition, Chapter 4, section 1-3.

Strategies: Provide support to law enforcement to address distracted driving incidents and crashes utilizing specific data and information.

Goals: Reduce the number of major crashes related to distracted and inattentive drivers by 10% by 2016 (VT SHSP)

Assigned Staff: Ted Minall

During May of 2014 Vermont enacted legislation which prohibits the use of hand held devices while operating a motor vehicle. Although the use of cellphones, texting and other electronic devices are frequently the causes of distracted behavior, it's obvious that many other distractions greatly reduce a driver's ability to operate a motor safely. The Vermont 2012 Strategic Highway Safety Plan (SHSP) indicates that distracted driving has been a contributing in 24% of all major crashes in Vermont since 2004. The Vermont Highway Safety Alliance has selected this issue as one of the SHSPs critical emphasis areas and has developed a task force to address all related issues. This funding will be used to provide support for the VHSA task force and to offer

assistance/training to law enforcement and to provide support for the implementation of distracted driving enforcement strategies. Results from the NHTSA HVE program suggest hand-held cell phone use among drivers dropped 57% in Hartford and 32% in Syracuse (Cosgrove, Chaudhary, & Reagan, 2011). The percentage of drivers observed manipulating a phone (e.g., texting or dialing) also declined. Public awareness for distracting driving was already high before the program, but surveys suggest awareness of the program and enforcement activity increased in both Hartford and Syracuse. Surveys also showed most motorists supported the enforcement activity. Although the results are encouraging, the effect of the program on crashes is unknown.

Project #	Distracted Driving Task Force	Amount	Source
1415-1200	Using proven data driven counter measures and our staff review of past projects this budget has been allocated to the Distracted Driving Task Force for this federal fiscal year. Agencies with executed agreements will work with four Captains from across the state to formulate a schedule for the project. Using this schedule, program staff will determine an appropriate increase to agencies who wish to participate. Once the breakdown in funding is known, a list of participating agencies will be provided to NHTSA prior to the commencement.	250,000	§402

Law Enforcement Support Budget Summary

Project Title	Budget	Source
1. Vermont Law Enforcement Challenge	12,000	§405(d)
	24,000	§402
2. Law Enforcement Liaisons	100,000	§405(d)
	112,500	§402
3. Mobilization Equipment incentives	405,000	§402
4. Crash Reconstruction Support	20,000	§402
5. Law Enforcement Training Programs	10,000	§402
6. Law Enforcement Program Coordinators	225,000	§402
7. Distracted Driving Task Force	250,000	§402
§405(d) Total	112,000	
§402 Total	1,046,500	
Total All Funds	1,158,500	

Community Educational Programs

GOAL 1: To decrease drivers age 20 or younger involved in fatal crashes 18.6 percent from the three-year average of 7.0 in 2011 through 2013 to a three-year average of 5.7 by December 31, 2015.

GOAL 2: To decrease pedestrian fatalities 36.5 percent from the three-year average of 6.3 in 2011 - 2013 to a three-year average of 5.0 by December 31, 2015.

GOAL 3: To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 0.7 percent from a three-year average rate of 84.6% in 2011 - 2013 to a three-year average rate of 85.2% by December 31, 2015.

1. Project Title: Vermont Highway Safety Alliance Education Focus Group campaign

Problem Statement: The need for uniform highway safety educational messages for the driving public.

Countermeasures: *Countermeasures That Work*, 7th edition, Chapters 2.3 and 4.2.2.

Strategies: Implementation of a message campaign using a mix of media to be determined.

Goals: To provide a consistent message statewide on one of the data-driven Strategic Highway Safety Plan priorities.

Assigned Staff: Anne Liske.

Project Description: The Vermont Highway Safety Alliance (VHSA) Education Focus Group and the newly formed VHSA Distracted Driving Task have been working collaboratively to identify a priority highway safety education message campaign for development and implementation in FY15. They have begun to review both seat belt and distracted driving campaigns from other states and discuss how best to message in Vermont. Based on statewide crash and injury data and the Critical Emphasis areas, and Vermont's 2014 passage of a stronger electronic devices ban, the two groups will finalize a highway safety message and the media delivery strategies. ***A portion of the GHSP PI&E funds (page 110)** will provide for any expenses incurred during that process exclusive of any new creative designs or actual media buys.

Budget:

Project #	Project	Budget	Source
1415-2510	Vermont Highway Safety Alliance Education Focus Group campaign	10,000*	\$402

2. Project Title: Vermont Teen Driver Summit

Problem Statement: The need to provide up-to-date and data-informed driver education instruction for teen drivers.

Countermeasures: *Countermeasures That Work*, 7th edition, Chapter 6.2 and 6.3.

Strategies: Speakers, workshops and demos of presentations available to supplement teen driver education instruction statewide.

Goals: To provide consistent continuing education for Vermont’s school-based and driving school instructors.

Assigned Staff: Anne Liske.

Project Description: The third 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 (private 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
1415-2414	Vermont Teen Driver Summit (includes 25% indirect in \$402)	6,000	\$402

3. Project Title: Youth Safety Council – Turn Off Texting Course

Problem Statement: High rate of teen texting while driving.

Countermeasures: *Countermeasures That Work*, 7th edition, Chapter 4. 2.2 and 6.2.2.

Strategies: Utilize DMV golf-cart “Turn off Texting” curriculum/course and accompanying film conducted for driver education classes at schools statewide.

Goals: To increase knowledge and awareness of the hazards of texting while driving.

Assigned Staff: Anne Liske.

Project Description: The Youth Safety Council (YSC) 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 the YSC 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 2013, surveys given before the course (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. Participants report both their own decisions not to text as drivers and increased willingness to speak up as occupants in a vehicle if the driver is texting. In FFY 2014, GHSP and the new VHSA Distracted Driving Task Force began consulting with YSC regarding how best for GHSP to incorporate teen distracted driving messages in the state’s highway safety media campaign.

The budget funds salaries and benefits for a part-time director, two part-time presenters, in-state travel, small contracts for accounting services and website maintenance, supplies, insurance, and phone.

Budget:

Project #	Project - Subgrantee	Budget	Source
1415-2417	Youth Safety Council	60,000	\$402

4. Project Title: Local Law Enforcement Community Education Programs

Problem Statement: Locally identified highway safety issues e.g. high incidence of DUIs, lower than state average seat belt usage rate, particular bike and pedestrian hazards, etc.

Countermeasures: *Countermeasures That Work*, 7th edition, various chapters specific to each community's identified priority.

Strategies: Interactive presentations at schools (age and audience specific) and at community events to reach broader public audience.

Goals: To increase driver knowledge and awareness of occupant protection, impaired driving and locally identified highway safety issues.

Assigned Staff: Anne Liske.

Project Description: Three law enforcement agencies will implement local education programs focused on youth traffic safety awareness and will work with youth and adults to both reduce impaired and distracted driving and increase seat belt use. Essex County Sheriff intends to go into the local schools and attend several summer fairs and community events piloting the use of an adapted arcade driving game (combined with fatal vision goggles and texting exercises) to increase awareness of the risks of impaired and distracted driving. Orange County Sheriff will continue to do interactive curricula to engage teen drivers regarding DUI, safe driving and occupant protection in all the high schools in the county and continue a successful series of youth bicycle safety rodeos countywide. Northfield Police Department will initiate several interactive teen driver education offerings covering impaired and distracted driving and occupant protection. The agency will also conduct community outreach and education on bike, pedestrian and impaired driving issues specific to the local presence of a university campus combined with the hazards of town streets, rural roads and state highways converging in the community.

Budget:

Project #	Project - Subgrantee	Budget	Source
1415-2410	Essex County Sheriff's Dept.	3,000	\$402
1415-2411	Northfield Police Dept.	4,500	\$402
1415-2412	Orange County Sheriff's Dept.	5,000	\$402
Total		12,500	

5. Project Title: Vermont State Police

Problem Statement: Regionally identified highway safety issues e.g. high incidence of DUIs, lower than state average seat belt usage rate, particular bike and pedestrian hazards, etc.

Countermeasures: *Countermeasures That Work*, 7th edition, various chapters specific to each region’s identified priority.

Strategies: Interactive presentations at schools and community organizations (age and audience specific) and at community events to reach the broader public.

Goals: To increase driver knowledge and awareness of occupant protection, impaired driving and locally identified highway safety issues.

Assigned Staff: Anne Liske.

Project 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 alcohol and impaired driving, speeding, distracted driving, occupant protection (including child restraints), and motorcycle safety. A primary focus is teen driver education classes with emphasis on alcohol impairment. 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 has an active educational presence at the Champlain Valley Exposition, the larger of the Vermont’s two statewide summer fairs, a prime opportunity for distribution of educational materials and public presentations about highway safety. Overall the key goal is to provide education in conjunction with the enforcement campaigns targeted to the public at large, in particular *Drive Sober or Get Pulled Over* and the VSP’s own messaging about responsible driving behavior *Do Your Part, Drive Smart*.

Budget:

Project #	Project - Subgrantee	Budget	Source
1415-2415	*Vermont State Police Community Education (includes 25% indirect in §402)	10,000	§402
1415-4081		30,000	§405(d)
1415-3021		20,000	§405(b)
Total		60,000	

6. Project Title: Vermont Victim Impact Panel

Problem Statement: Persistent occurrence of DUI and repeat DUI offenses.

Countermeasures: *Countermeasures That Work*, 7th edition, Chapter 1.5.

Strategies: Live and video presentations by those harmed as a result of DUI crashes provided to both community supervised DUI offenders (required) and community/school audiences.

Goals: To increase knowledge and awareness of the lifelong impact of impaired driving fatalities and injuries.

Assigned Staff: Anne Liske.

Project 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 began 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.

The budget funds a contract to produce two videos featuring victims/presenters who are not well enough to travel to distant impact panels. Video copies are also made available to driver educators statewide for classroom and school-wide presentations. In addition, the budget also funds supplies and in-state travel for victims/presenters who travel to testify at the impact panels.

Budget:

Project #	Project - Vermont Victim Impact Panel	Budget	Source
1415-4082	Vermont Department of Corrections	36,200	\$405(d)

7. Project Title: Local Motion Safe Streets Coalition

Problem Statement: Lack of knowledge and awareness by bicyclists, pedestrians and motorists of traffic safety regulations for safely sharing streets and roadways.

Countermeasures: *Countermeasures That Work*, 7th edition, Chapters 8 and 9.

Strategies: Community education and outreach activities and public messaging, school and college campus education events and training for safety education collaborators including law enforcement.

Goals: To increase awareness of traffic safety laws and local ordinances regarding pedestrians, bicyclists and motorists and improve bicyclist, pedestrian and motorist behavior

Assigned Staff: Anne Liske.

Project 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. The primary region for the activities is Chittenden County, the largest metropolitan area in the state, but consultation/technical assistance is provided to other communities on request (e.g. Brattleboro and Rutland) to assist with local bike/pedestrian issues.

The budget funds a portion of salaries, benefits, and in-state travel for the Project Director, Program Manager, and an Outreach Coordinator, educational materials, safety gear for cyclists, postage, and indirect costs.

Budget:

Project #	Project - Subgrantee	Budget	Source
1415-2413	Local Motion	50,000	\$402

8. Project Title: Workplace Safety Project Road Safe

Problem Statement: Crashes, injuries and risky/hazardous driving behavior in the driving workforce.

Countermeasures: *Countermeasures That Work*, 7th edition, Chapters 1, 2 and 4 targeted outreach and education.

Strategies: Regular schedule of NSC Alive@25 curriculum at trade schools, NSC Defensive Driving course offerings at grantee’s offices in Central Vermont or on-site for employers statewide and customized traffic safety presentations for employers; annual participation in professional conferences and safety days for a variety of professional groups and trade associations via presentations and education materials distribution, e-newsletter and website.

Goals: To improve knowledge and awareness of safe driving through employer/workplace education.

Assigned Staff: Anne Liske.

Project Description: Project Road Safe 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 Road Safe 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 2015 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.

Project Road Safe will continue to expand a new young driving workforce education initiative (using the Alive@25 curriculum) through Vermont’s trade schools with a particular focus on distracted and impaired driving and seat belt use in support of the effort to increase seat belt usage in the 18-24 male driver cohort. In all of their presentations, printed materials for both this new initiative and all of their programs, and their newsletter, they connect with both the Click-It-or-Ticket and Drive Sober or Get Pulled Over campaign messaging.

PARs will be completed for budget validation purposes.

Budget:

Project #	Project RoadSafe	Budget	Source
1415-2416	Associated General Contractors of Vermont	95,000	\$402
Total		95,000	

9. Project Title: Lifesaver “Highway Heroes” Awards

Problem Statement: Highway safety efforts, performed by individuals and organizations sometimes go unnoticed and unrewarded.

Countermeasures: Mirrors NHTSA supported National Lifesavers’ Recognition Program.

Strategies: The GHSP partners receive the opportunity to engage, network, and learn about ongoing and new programs, and to hear motivational speakers on topics of pertinent highway safety issues. The budget funds the award plaques and a contract with a local convention center for the awards luncheon.

Goals: The awards ceremony provides a networking opportunity for participants, and allows GHSP to display model programs and reward outstanding achievement.

Assigned Staff: Betsy Ross

Project Description: The Lifesaver “Highway Heroes” Award Luncheon is an annual event that provides GHSP the opportunity to thank the education, enforcement, emergency medical services, and engineering partners who are responsible for the successes achieved in highway safety. These committed individuals have contributed to GHSP reach its goals and mission. The budget funds the award plaques and a contract with a local convention center for the awards luncheon.

Budget:

Project #	Project - Subgrantee	Budget	Source
1415-2420	Lifesaver Awards (includes 25% indirect in \$402)	16,000	\$402

10. Project Title: Community Programs Coordinator

Problem Statement: Continuous need of monitoring for compliance with timeliness and completeness of program deliverables.

Countermeasures: See all countermeasures indicated for the community education projects and related contracts (belt survey, attitude survey, etc.).

Strategies: Regular document review, site visits and technical assistance with grantees and contractors; attend training for professional development and collaborative meetings with highway safety partners as needed.

Goals: To ensure quality and consistency with grants and contracts deliverables, all of which are designed to address the critical emphasis areas in the State Highway Safety Plan and the Highway Safety Plan.

Assigned Staff: Anne Liske.

Project Description: A GHSP staff member manages the educational grants and contracts for the belt, attitude, and behavior surveys and supports the Traffic Records Program. 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
1415-2400	Community Programs Coordinator (includes 25% indirect in \$402)	45,000	\$402

11. Project Title: Program Support Materials

Problem Statement: Maintenance of adequate materials to support staff.

Countermeasures: N/A

Strategies: Identify and purchase materials as needed/required.

Goals: To ensure adequate workplace tools and resources for the GHSP program staff.

Assigned Staff: Ted Minall

Project Description: Support materials can include laptop, iPad, and software for the Alcohol Program Coordinator, updated computers for Program Coordinators, updated versions of MS Office Professional Suite for program staff, sophisticated data analysis software, and any other program specific supplies to support program personnel. These support materials may also be issued for Grants Management Support Staff Person who works 100% on NHTSA programs. These are items that have always been funded with federal funds.

Budget:

Project #	Project - Subgrantee	Budget	Source
0915-3500	Program Support Materials	60,000	\$406

12. Project Title: GHSP Partners Travel and Training

Problem Statement: Agencies unable or unwilling to support costs of employee travel to highway safety related training.

Countermeasures: NHTSA supported in-state and out-of-state training and technical support provided to the state highway safety offices personnel.

Strategies: Provide funding and support to selected non-law enforcement partners to enable travel and attendance at trainings selected by GHSP and promoting NHTSA traffic safety priorities.

Goals: To ensure GHSPs non-law enforcement partners attend specific, selected trainings and workshops which will enhance the state’s traffic safety environment.

Assigned Staff: Ted Minall.

Project Description: Similar to the need for support of law enforcement personnel, 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. The return of investment is manifested in the improved quality of information these trainings provide to the attendees support by this project.

Budget:

Project #	Project - Subgrantee	Budget	Source
1415-2421	GHSP Partners Travel and Training (includes 25% indirect in §402)	16,000	§402

Community Educational Programs Budget Summary

Project	Budget	Source
1. VHSA Education Focus Group	10,000*	§402
2. Teen Driver Education Summit	6,000	§402
3. Youth Safety Council	60,000	§402
4. Local Law Enforcement Programs	12,500	§402
5. VSP Community Education	10,000	§402
	30,000	§405(d)
	20,000	§405(b)
6. Vermont Victim Impact Panel	36,200	§405(d)
7. Local Motion	50,000	§402
8. Project RoadSafe	95,000	§402
9. Lifesaver Awards	16,000	§402
10. Community Programs Coordinator	45,000	§402
11. Program Support Materials	60,000	§406
12. GHSP Partners Training	16,000	§402
§405(d) Total	66,200	
§402 Total	310,500	
§406 Total	60,000	
§405(b) Total	20,000	
Total All Funds	456,700	
	*Not included in total	

Traffic Engineering Services Program Area

GOAL: To utilize §164 funds to address specifically designated high crash locations.

Project Title: Hazard Elimination Program

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

Budget:

Project #	Hazard Elimination Program	Budget	Source
1215-5500	Vermont Agency of Transportation	500,000	§164HE
	Total	500,000	

Motorcycle Safety

GOAL 1: To decrease motorcyclist fatalities 13.8% from the three-year average of 8.7 in 2011 - 2013 to a three-year average of 7.5 by December 31, 2015.

GOAL 2: To decrease unhelmeted motorcyclist fatalities 6 percent from the three-year average of 1.7 in 2011 - 2013 to a three-year average of 1.6 by December 31, 2015.

1. Project Title: State Motorcycle Rider Education Program

Problem Statement: Persistent occurrence of helmeted and unhelmeted motorcycle fatalities.

Countermeasures: *Countermeasures That Work*, 7th edition, Sections 5.1.2, 5.3.2, 5.4.1 and 5.4.2.

Strategies: Rider education courses for first-time riders and advanced skills development; “share the road” radio messages, social media rider safety messages and annual national train-the-trainer opportunities for the program administrator and a second senior instructor.

Goals: To educate motorcycle riders about safe and visible vehicle operation and educate motorists about awareness of how to safely share the roadway with motorcyclists.

Assigned Staff: Anne Liske.

Project Description: The purpose of the Motorcycle Rider Education Program is to provide motorcycle safety training for at least 1,600 individuals during the motorcycle training season. Courses are designed to train individuals interested in obtaining a motorcycle endorsement for the first time and individuals already possessing a motorcycle endorsement who are interested in honing their motorcycle skills. Training includes exercises designed to teach the basics of motorcycle operation and work on enhancing skill levels. It also includes discussions on wearing proper riding gear (DOT helmet, eye protection, full fingered gloves, motorcycle riding jacket and pants, and over the ankle footwear), the risks associated with using drugs or alcohol while riding, and how to be visible to other motorists. Courses are provided at eight training facilities located in Berlin, Rutland, Pittsford, Dummerston, Highgate, St. Johnsbury, Colchester, and South Burlington.

The program administrator and second senior instructor attend a national train-the-trainer course in order to have an adequate number of trainers available to keep Vermont’s roster of trainers up-to-date with the curriculum and qualified for certification.

Motorcycle awareness advertising will be run on radio stations around Vermont during the entire month of May (Motorcycle Awareness Month) and continued on a rotating basis throughout the motorcycle riding season. In addition, the program utilizes rider safety social media messaging during the riding season.

Funding would be provided for training materials, SMSA, MSF, and NHTSA conferences, RiderCoach training for one new RiderCoach, 32 motorcycle helmets for the training sites, and paid media. The three projects in the budget below are pooled to fund these expenses.

Budget:

Project #	State Motorcycle Rider Education Program	Budget	Source
1415-6000	Vermont Department of Motor Vehicles	70,000	\$405(f)

Motorcycle Safety Budget Summary

Project	Budget	Source
1. Vermont Department of Motor Vehicles	70,000	§405(f)
405(f) Total	70,000	
Total All Funds	70,000	

Traffic Records

Goal 1: (SIREN) To increase by 63% the new and legacy data records derived directly from system reports from the three-year average of 47,434 records in 2011 – 2013 to a three-year average of 77,324 by December 31, 2015.

Goal 2: (SIREN) To decrease by 14% the delay of entering new ePCR records into the SIREN database from the three-year average of 22 days in 2011 – 2013 to a three-year average of 17 days by December 31, 2015.

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

Problem Statement: The online data entry system for law enforcement crash reporting and the Agency of Transportation (AOT) legacy data records system require periodic evaluation for upgrade and improvement in interface.

Countermeasures: Data improvement recommendations indicated in the 2012 TR Assessment.

Strategies: Hardware and software upgrades and development of a plan for recommended solutions to run-time field loss of law enforcement connectivity in rural areas of the state.

Goals: To improve uniformity of the Crash data production process and applications.

Assigned Staff: Anne Liske.

Project Description: This is the base project for ongoing enhancements for the crash data interface. The FFY 2015 plan is to complete two components. Each of these two components was recommended in both Vermont's 2012 TR Assessment and 2012 CDIP. The first is to merge the Web Crash online data entry tool for law enforcement and the VTrans (Agency of Transportation) in house application – VCSG -which is running on a fifteen year old technology in need of updates. This project will result in an improvement of the Crash data production process and address uniformity in the applications used, (standard reports, reporting tools and mapping features), a benefit to both law enforcement users and the AOT data analysts. The second component is to prepare a plan for a client application for law enforcement to create and submit reports from the field. It will address the poor internet connectivity in many rural parts of the state, allowing officers to continue with their crash reporting when connectivity is lost and submit later when connectivity is re-established. A contracted vendor will develop strategies to address need for hardware/software, user accounts, task framework, address schema requirements, research the costs associated with building and implementing a Crash Client app and outline an implementation plan.

Budget:

Project #	AOT Crash Data Reporting System	Budget	Source
1315-3700	Vermont Agency of Transportation	140,000	§405(c)

2. Project Title: SIREN

Problem Statement: The run time data system for emergency medical services needs to further transition from its implementation phase to development of interface with both the Crash system and hospital medical records databases.

Countermeasures: Data improvement recommendations indicated in the 2012 TR Assessment.

Strategies: Software development and upgrades; continuous monitoring of EMS data reporting and analysis of data for completeness and accuracy.

Goals: To continue improvement of completeness and timeliness of data submission from EMS agencies and to develop initial testing of Crash and hospital linkages.

Assigned Staff: Anne Liske.

Project Description: The Vermont Department of Health Emergency Medical Services ongoing completion of the SIREN data system implementation involves the following key components for FFY 2015:

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. The 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. One of the primary roles for the data manager in FFY 2015 will be to enhance the integration of EMS data with injury and illness surveillance efforts by working to establish linkage between SIREN and hospital electronic medical record databases. This integration of information will allow for a more comprehensive assessment of motor vehicle, bicycle and pedestrian crashes in the State.

Contracted Services: The contract for Field-Bridge, (the laptop-based software for real-time EMS data entry), will be continued. Field-Bridge is essential for ongoing SIREN implementation and enhancements, including the CRASH-SIREN data linkage development. A data linkage host will also be established for an efficient, cost effective approach to the hospital data linkage effort.

Training: System users and administrators will require additional targeted training to implement and fully utilize SIREN. Specific planning and training will also be required with the contractor hired to develop the SIREN-hospital data linkage implementation.

Budget:

Project #	SIREN	Budget	Source
1315-3701	Vermont Department of Health Emergency Medical Services	162,800	\$405(c)

3. Project Title: TRCC Consultant

Problem Statement: The scope of facilitating the work of the TRCC, tracking the NHTSA application/project reporting and regular strategic planning of traffic records projects requires expertise and dedicated time beyond the staffing at the GHSP.

Countermeasures: Data improvement recommendations indicated in the 2012 TR Assessment.

Strategies: Facilitation of TRCC meetings, monitoring and filing regular project TRIPRS progress reports and preparing and filing the IPR/annual TRIPRS application.

Goals: To maintain regular and accurate compliance with TRCC and TR project reporting requirements.

Assigned Staff: Anne Liske.

Project Description: Appris (formerly Deep River, LLC) serves as the current TRCC Consultant for Vermont. The contract will go out to bid in June 2014 for the new contract starting in FFY 2015. The consultant 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 Vermont annual progress reports for NHTSA, and preparing the 405c application.

Budget:

Project #	Consultant	Budget	Source
1315-3702	Appris (current)	36,864	\$405(c)

4. Project Title: DPS Support of Traffic Records Improvement

Problem Statement: The traffic records data collection by statewide law enforcement including Crash interface and the development of eCitation needs technical support at the Department of Public Safety.

Countermeasures: Data improvement recommendations indicated in the 2012 TR Assessment.

Strategies: Technical assistance activities issues identified by law enforcement users of WebCrash and coordination of implementation activities with the eCitation vendor contract and pilot implementation.

Goals: To complete and evaluate the initial pilot of the eCitation initiative.

Assigned Staff: Anne Liske.

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 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 Spillman (legacy system) users of WebCrash. During FFY 2015, the vendor contract will be finalized and the first phase (pilot) of the eCitation implementation will be completed and evaluated. This position will support that contractor in all aspects of the pilot including key activities as follows: serve as pilot team member to ensure the needs of the participant law enforcement agencies are met in every project phase; arranging for the installation of all equipment; coordinate and participate in user acceptance testing; provide input to training manuals and frequently asked questions; assist with the pilot evaluation and serve as the DPS project representative to the TRCC.

Budget:

Project #	DPS Support of Traffic Records Improvement	Budget	Source
1315-3703	Vermont Department of Public Safety	75,000	\$405(c)

5. Project Title: DPS eCitation Implementation

Problem Statement: The current non-standard, error-prone paper system for traffic tickets impedes the state’s ability to have complete and accurate citation data available for traffic records data improvement.

Countermeasures: Data recommendations indicated in the 2012 TR Assessment.

Strategies: Implementation and evaluation of all phases of an eCitation pilot.

Goals: To test and refine an eCitation model for statewide use.

Assigned Staff: Anne Liske.

Project Description: During FFY 2015, the eCitation project will finalize the vendor contract and conduct the first phase of the eCitation implementation – a ten agency pilot based on the implementation proposal in the 2012 Master Business Plan. Once the pilot is underway, regular review and evaluation of all aspects of the effort will be conducted by the eCitation interagency advisory work group with regular reports provided to the TRCC. The projected pilot (FFY 2015) expenses will include: cost of a full-time project manager \$150,000; software licenses and vendor services \$246,550; vendor travel to and within state \$12,000; hardware for police vehicles (printers, bar code readers, etc.) and data server costs \$26,000; training \$2,000; and 3% State Department of Information and Innovation (DII) IT project oversight assessment \$5,000. The projection of the remainder of the implementation §408 and §405(c) expenditures is in draft form, to be completed pending the state required independent review of the proposed vendor, expected completion by mid-summer 2014.

Budget:

Project #	eCitation Implementation	Budget	Source
1214-3710	Vermont Department of Public Safety	709,900	§408
1415-3710		795,136	§405(c)
Total		1,505,036	

Traffic Records Budget Summary

Project Name	Budget	Source
1. AOT Crash Data Reporting System	140,000	§405(c)
2. SIREN	162,800	§405(c)
3. Consultant	36,864	§405(c)
4. DPS Support of TR Improvements	75,000	§405(c)
5. DPS eCitation Implementation	709,900	§408
	795,136	§405(c)
§408 Total	709,900	
§405(c) Total	1,209,800	
Total All Funds	1,919,700	

Evaluation and Data Collection

GOAL 1: To decrease unrestrained passenger vehicle occupant fatalities 2.5 percent from the three-year average of 27.7 in 2011 - 2013 to a three-year average of 27.0 by December 31, 2015.

GOAL 2: To maintain alcohol-impaired driving fatalities at the three-year average of 20.7 in 2011 - 2013 by December 31, 2015.

1. Project Title: Traffic Safety Crash Analyst

Problem Statement: Unavailability or difficulty to retrieve or effectively analyze real time crash data and related information.

Countermeasures: *Data-Driven Approaches to Crime and Traffic Safety, Operational Guidelines, August 2009, Introduction, page 3.*

Strategies: Continue to promote the use of data analysis and specific mapping to develop and understand existing information and identify emerging trends.

Goals: The establishment of an effective and efficient system of providing real time crash data and related information to all traffic safety partners and other interested entities.

Assigned Staff: Ted Minall.

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

To that end, Federal Fiscal year 2014 has marked the first complete year the new GHSP funded Traffic Safety Analyst has been used to analyze statewide traffic safety information. This position had been filled in prior years but was vacant for an almost two (2) year period. During that time GHSP had relied on the State of Vermont Agency of Transportation (VTrans) team of data analysts for crash data.

The new GHSP Traffic Safety Analyst has been embedded in the Vermont Intelligence Center (VIC). The VIC is one of 78 nationally recognized state and large city fusion centers. This innovative approach to have the Traffic Safety Analyst work next to criminal intelligence analysts allows for the Traffic Safety Analyst to have access to a knowledge base not previously available. It also allows the Traffic Safety Analyst access to equipment such as large scale plot printers that assist in the creation of large maps and charts that aid in traffic safety presentations. Furthermore, GHSP has lead the way to encourage many of its law enforcement partners to adopt a model commonly referred to as Data Driven Approaches to Crime and Traffic Safety (DDACTS). By embedding the Traffic Safety Analyst with criminal analysts at the VIC, a collaborative atmosphere has been created which has aided in creating and furthering the DDACTS mission.

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 DDACTS model is crucial.

For the past year the Traffic Safety Analyst has been crucial in assisting the GHSP and 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. Moving forward the analyst will provide all in-state traffic safety partners 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 of week and hour of the day), locations, and possible causations. This information will continue to assist in developing strategies to address emerging crash trends before they can fully develop or expand. GHSP requires law enforcement agencies that receive GHSP funds to utilize the crash time, location and possible causation data and conduct enforcement activities in these areas during these time periods, rather than locations which only offer high traffic ticket yields.

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

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

Budget:

Project #	Traffic Safety Crash Analyst	Budget	Source
1415-2301	Vermont State Police (includes 25% indirect in §402)	92,500	§402
Total		92,500	

2. Project Title: Annual Safety Belt Survey

Problem Statement: Persistent seat belt usage rate slightly below the national average.

Countermeasures: NHTSA required design.

Strategies: Post Click-It-or-Ticket NHTSA compliant observational study and analysis.

Goals: To determine the annual post Click-It-or-Ticket seat belt usage rate statewide, analyze multi-year variations and use the results to improve statewide average and low rate areas of the state.

Assigned Staff: Anne Liske

Description: The GHSP will conduct the FFY 2015 annual observational survey. Observers will conduct the survey in accordance with NHTSA standards. The survey will correspond with NHTSA’s revised uniform criteria, approved for implementation in 2013. FFY 2015 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
1415-3020	Norwich Studies and Analysis Institute	60,000	§405(b)

3. Project Title: Attitude Survey

Problem Statement: Limited ability to measure public traffic safety opinions and behavior.

Countermeasures: NHTSA recommended design.

Strategies: Telephone survey and analysis.

Goals: To sample public self-reported media message awareness, attitudes and behavior about traffic safety topics.

Assigned Staff: Anne Liske.

Project Description: In FFY 2015 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 went out for bid early in 2014 per state requirements. The vendor since 2011 submitted the highest ranked proposal and will conduct the survey for FFY 2015 and 2016.

Budget:

Project #	Attitude Survey	Budget	Source
1415-2310	Center for Research and Public Policy (includes 25% indirect in §402)	8,125	§402
1415-4099		6,500	§405(d)
Total		14,625	

4. Project Title: Program Evaluation

Problem Statement: Need for regular and consistent evaluation of program quality and effectiveness in all traffic safety program areas.

Countermeasures: *Countermeasures That Work*, 7th edition, and other criteria indicated in NHTSA assessments, specific to each program evaluated.

Strategies: NHTSA conducted assessments or contracted evaluation/survey services.

Goals: To improve continuously the quality of all traffic safety programs and activities and effectively prioritize the allocation of resources.

Assigned Staff: Ted Minall.

Project Description: 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 was completed in July 2013. GHSP has requested an Occupant Protection for Children assessment in 2015, date TBD.

Budget:

Project #	Program Evaluation	Budget	Source
1415-2312	Contracts (includes 25% indirect in §402)	40,000	§402

5. Project Title: Program Coordination/Data Support

Problem Statement: GHSP and its highway safety partners need regular program evaluation and data analysis to facilitate annual prioritization of problems and resource allocation.

Countermeasures: See countermeasures identified for each of the surveys, education and TR projects throughout the document.

Strategies: Regular document review, site visits and technical assistance with grantees and contractors; attend training for professional development, TRCC and other collaborative meetings with highway safety partners as needed.

Goals: To ensure quality and consistency with grants and contracts deliverables, all of which are designed to address the critical emphasis areas in the Strategic Highway Safety Plan and the Highway Safety Plan.

Assigned Staff: Anne Liske.

Project Description: A GHSP staff member manages the Traffic Records Program as well as all education grants, contracts for the belt, attitude and behavior surveys, and other assessments/evaluations as scheduled. This staff member 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
1415-2300	GHSP Program Coordinator (includes 25% indirect in §402)	45,000	§402

Evaluation and Data Collection Budget Summary

Project	Budget	Source
1. Traffic Safety Crash Analyst	92,500	§402
2. Belt Survey	60,000	§402
3. Attitude Survey	8,125	§402
	6,500	§405(d)
4. Program Evaluation	40,000	§402
5. Program Coordination/Data Support	45,000	§402
§402 Total	245,625	
§405(d) Total	6,500	
Total All Funds	252,125	

Paid Media

GOAL 1: To decrease unrestrained passenger vehicle occupant fatalities 2.5 percent from the three-year average of 27.7 in 2011 - 2013 to a three-year average of 27.0 by December 31, 2015.

GOAL 2: To maintain alcohol-impaired driving fatalities at the three-year average of 20.7 in 2011 - 2013 by December 31, 2015.

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

Problem Statement: The state's impaired driving messaging may not reach all of the target audience.

Countermeasures: *Countermeasures That Work 7th edition, sections 5 and 5.2.*

Strategies: Provide primary support for all necessary administrative activities and materials relating to the effective management of highway safety funds and activities within the state.

Goals: Successfully provide an effective and efficient administrative and operational program, providing accountable stewardship for all matters relating to highway safety functions within the state.

Assigned Staff: Ted Minall.

Project Description: The Sports Marketing Program will use the highway safety message, *Drive Sober or Get Pulled Over*, in places where sports 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
1215-5401	Alliance Sport Marketing	83,000	\$164 AL
1415-4094		81,700	\$405(d)
Total		164,700	

2. Project Title: Prom, Graduation, Memorial Day, and July 4th Media Buy

Problem Statement: Historically increased injury and fatal crashes, some involving impaired driving, are escalated during these summer holiday periods. The demographic of 16-34 year olds (skewed slightly toward men) and the secondary target is adults 18+ are over-represented in these crashes.

Countermeasures: *Countermeasures That Work* 7th edition, sections 5 and 5.2.

Strategies: Develop a media campaign that will reach at least or greater than 60% with a frequency of at least three times which is measured through Nielsen and Arbitron Surveys.

Goals: Develop new :30 television spot (may run on YouTube, HULU and mobile);

Develop new :30 radio spot (may run on Pandora);

Develop new banner ads (run on-line and mobile);

Develop new Text ads (run on Facebook and Google).

Assigned Staff: Ted Minall.

Project Description: Develop a media plan for DUI enforcement surrounding the celebratory events of Proms, Graduations, Memorial Day, and July Fourth.

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% 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
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Budget:

Project #	Prom, Graduation, Memorial Day, and July 4 th Media Buy	Budget	Source
1215-5404	HMC Advertising	150,000	\$164 AL
1415-4093		72,000	\$405(d)
Total		222,000	

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

Problem Statement: Increased traffic and activities on the roadways during these high crash time frames. The demographics of 18-34 year olds (skewed slightly toward men) is generally over-represented in injury and fatal crashes.

Countermeasures: *Countermeasures That Work* 7th edition, sections 5 and 5.2.

Strategies: Develop Creative and Media messaging statewide with an emphasis on the Northeast Kingdom; the Connecticut River Valley and Franklin County. Achieve a campaign reach of at least or greater than 60% with a frequency of at least three times which is measured through Nielsen and Arbitron Surveys.

Goals: Develop television, radio, internet, social, mobile media combined to obtain at least a reach of 60% reach with a frequency of at least three toward the primary target audience Retag/version of TV :30 television spot (may run on YouTube, HULU and mobile);

Develop a :30 radio spot (may run on Pandora);

Banner ads (may run on-line and mobile);

Texts ads (may run on Facebook and Google);

This creative will be reflective of the Vermont environment and designed for extended use.

Assigned Staff: Ted Minall

Project Description: Retag a version of existing TV creative and produce new creative for radio to run during the fall to cover Labor Day celebrations and Back to School times. This creative will influence and deter Vermonters with a strong impactful message relating the consequences of impaired driving. Creative will reflect a Vermont end of summer/fall landscape and feature a Vermonter preferably from the Northeast Kingdom and Connecticut River Valley areas, which have the greatest incidents of DUI.

These enforcement efforts are concurrent with the National “Drive Sober or Get Pulled Over” campaign and will also continue to a longer temporary period during the month of September. This extension will provide sense of sustained enforcement which may provide a bridge to and extend into the beginning stages of the Holiday impaired driving enforcement national campaign.

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
1215-5402	HMC Advertising	100,000	§164 AL
1415-4092		126,000	§405(d)
Total		226,000	

4. Project Title: Holiday – Impaired Driving

Problem Statement: Historical increase in impaired driving crashes, injury crashes and fatalities during these time frames.

Countermeasures: *Countermeasures That Work* 7th edition, sections 5 and 5.2.

Strategies: Develop a media plan to educate the motoring public regarding the dangers of drinking and driving especially during the holidays when there are more celebrations. Media messaging will include television, radio, internet, and social media (PPC).

Goals: Develop a :30 television spot, a :30 radio spot, and text ads (to be placed on Google, YouTube, and Facebook). Obtain a campaign reach of at least or greater than 60% with a frequency of at least three times which are measured through Nielsen and Arbitron Surveys.

Assigned Staff: Ted Minall

Project Description: Develop a media plan to warn Vermonters of the dangers of drinking and driving especially around the holiday when there are more celebrations. Develop a media plan with the messaging (to be determined) to educate the motoring public regarding the dangers of drinking and driving especially around the holiday.

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
1215-5403	HMC Advertising	100,000	§164 AL
1415-4091		125,000	§405(d)
Total		225,000	

5. Project Title: Year Round Sustained Alcohol Messaging

Problem Statement: The lack of public understanding regarding the ramifications of impaired driving.

Countermeasures: *Countermeasures That Work* 7th edition, Chapter 1, section 5.2.

Strategies: Communication and outreach: inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable.

Goals: The reduction of impaired driving fatalities from a three year average of 18.7 in 2010-2012 to a three year average of 17.0 by December 31, 2014

Assigned Staff: Ted Minall.

Project Description: As of April 21, 2014 Vermont experienced one alcohol-impaired fatality (Vermont Agency of Transportation). Even though it may be unrealistic to expect to maintain this fatality rate, it is important to continue to conduct sustained DUI enforcement supported by equally on-going public outreach and education.

In addition to participation in regularly scheduled statewide and national enforcement campaigns, Vermont's LEAs are funded to conduct impaired driving enforcement throughout the year. 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. On any given day, police officers conduct sobriety checkpoints, saturation patrols and other data driven enforcement to detect and apprehend impaired drivers.

The value of deterrence is greatly enhanced when supported by effective, continuous messaging directed at the demographics demonstrated by data. LEAs throughout Vermont have participated in the National Enforcement campaigns such as Drive Sober or Get Pulled Over. In addition Vermont has added award-winning messaging with the tag line of Drive Hammered, Get Nailed. Television, radio and social media carry these messages which are effectively penetrating. These campaigns are seasonal and appropriately reflect those periods which engender impaired driving. Keeping the message consistent, but fresh, provides additional impact and keeps the theme relevant.

The six New England states that comprise NHTSA, Region 1 are all in close proximity with each other. The volume of interstate travel between bordering states is substantial and occurs during all four seasons. This project utilizes a media reach mechanism which penetrates all six states. This mechanism is the widely viewed television show "Cruisin' New England". Episodes are continually aired throughout the year and play on the New England Sports Network (NESN), which hosts most of New England's professional sports teams' games. This is a wonderful opportunity to reach that segment of the target audience (males, 18-34) who reside in other states, but who may visit Vermont. This is an example of region wide messaging and will, hopefully support region wide enforcement efforts.

In addition to these electronic methods of public outreach, Vermont provides additional outreach at live sporting events across the state, throughout the year. Vermont's sports marketing vendor has developed a creative array of outreach strategies which provide face to face opportunities to deliver information relating to the dangers of impaired driving. The vendor sets up a kiosk at live events and provides pertinent educational information to those visiting the booth.

Vermont will encourage all partners to engage in continuous public outreach and education to insure the strong anti-impaired driving messaging is always fresh and always active.

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
1215-5400	HMC Advertising (includes 25% indirect in §164)	348,250	§164 AL
1415-4090		174,828	§405(d)
Total		523,078	

Occupant Protection

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

Problem Statement: Vermont’s seatbelt rate remains at 85 %.

Countermeasures: *Countermeasures That Work*, 7th Edition, Chapter 2

Strategies: Saturate the state’s lowest use areas with HVE and effective messaging.

Goals: Increase the seatbelt rate in the three geographical locations with the lowest rate of use.

Assigned Staff: GHSP LELs.

Project Description: The Highway Safety office has deployed both formal and informal seatbelt surveys to determine the areas of the state most in need of increased enforcement. The Occupant Protection program known as OP802 is designed for implementation in the so-called Northeast Kingdom. The OP-802 program is in response to an area of the state that is consistently low in compliance rates. Coordinated by the northern LEL, this program has pulled together all stakeholders living and serving this rural location. Click-It-or-Ticket messaging is developed based on data review and social marketing concepts and will be used in this area as well as other low compliance regions. 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
1415-2501	HMC Advertising (includes 25% indirect in §402)	96,242	§402
1415-3011		245,000	§405(b)
Total		341,242	

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

Problem Statement: There is a measureable increase in motor vehicle travel during annual holiday periods. The increased volume of traffic correlates with the increased number of motor vehicle crashes during these periods.

Countermeasures: *Countermeasures That Work*, 7th edition, chapter 2, section 2.1

Strategies: Utilize data to conduct enforcement and outreach in those areas which will produce the greater return on investment.

Goals: Reduce the number of unbelted fatal crashes which occur during the specified holiday period.

Assigned Staff: GHSP LELs.

Project Description: The Governor’s Highway Safety Program works with an in-state marketing firm to create several 30 second radio spots emphasizing the need to use safety belts. These radio spots were played during the busy Thanksgiving Holiday travel season. Additionally, the Occupant Protection Task Force targeted media releases focused on the Northeast Kingdom area of Vermont. These releases singled out the three counties, Essex, Orleans and Caledonia emphasizing the low seat belt use rate and local, fatal crash data. These outreach efforts clearly identified the most likely violators of seat belt laws as being 18-34 year old rural male Vermonters, a number of whom, reside in this particular area.

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% 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
1415-2500	HMC Advertising (includes 25% indirect in §402)	61,033	§402
1415-3010		201,400	§405(b)
Total		262,433	

8. Project Title: Nighttime Belts

Problem Statement: Improperly restrained fatalities during nighttime hours.

Countermeasures: *Countermeasures That Work*, 7th edition, Chapter 2, section 2.2.

Strategies: Conduct high visibility nighttime seatbelt enforcement supported by public outreach and education.

Goals: Reduce the number of improperly restrained nighttime fatalities by 5% by the conclusion of FFY 2015.

Assigned Staff: GHSP LELs.

Project Description: Of the fatal crashes in 2013, 39% occurred between the hours of 1800 and 0559. Of these fatalities over 40% of the victims were not properly restrained. GHSP Law Enforcement Liaisons 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 planned for the Border-to-Border Click-It-or-Ticket campaign as well as those used in Rhode Island and Connecticut. 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.

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% 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
1415-2502	HMC Advertising (includes 25% indirect in \$402)	80,000	\$402

9. Project Title: Public Information Materials

Problem Statement: The motoring public is in need of printed material which will provide them with data and information relating to the promotion of traffic safety.

Countermeasures: *Countermeasures That Work*, 7th edition, sections, 2.1 and 2.2.

Strategies: Provide Vermont communities and individuals with printed materials and items containing information promoting NHTSA traffic safety priorities.

Goals: Increase the level of understanding and support for traffic safety priorities through information and data. Solicit feedback via public opinion surveys and personal interaction.

Assigned Staff: Ted Minall.

Project Description: GHSP will design and purchase different brochures with themes that include alcohol, speed, occupant protection, and distracted driving. GHSP will also purchase materials to hand out at DUI and safety checkpoints. In addition, various inexpensive items carrying traffic safety messaging may be distributed at live sporting events. Some of these efforts will be coordinated in collaboration with the VHSA Education Focus Group (see page 84). The cost of the materials will be charged to the funding source depending on the nature or theme of the materials.

Budget:

Project #	Public Information & Materials	Budget	Source
1415-2510	Department of Buildings and Services (includes 25% indirect in §402)	15,000	§402
1415-4095		15,000	§405(d)
1415-3023		15,000	§405(b)
Total		45,000	

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

Project Title	Budget	Source
1. Sport Marketing Campaign	83,000	§164 AL
	81,700	§405(d)
2. Prom, Graduation, Memorial Day, and July Media Buy	150,000	§164 AL
	72,000	§405(d)
3. Back to School Safety Month/Labor Day	100,000	§164 AL
	126,000	§405(d)
4. Holiday – Impaired Driving	100,000	§164 AL
	125,000	§405(d)
5. Year Round Sustained Alcohol Messaging	348,250	§164 AL
	174,828	§405(d)
6. Click It or Ticket – May Mobilization	96,242	§402
	245,000	§405(b)
7. Click It or Ticket - Thanksgiving Holiday Travel	61,033	§402
	201,400	§405(b)
8. Nighttime Belts	80,000	§402
	15,000	§402
	15,000	§405(d)
9. Public Information & Materials	15,000	§405(d)
	15,000	§405(b)
§164 AL Total	781,250	
§402 Total	252,275	
§405(b) Total	461,400	
§405(d) Total	594,528	
Total All Funds	2,089,453	

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

Problem Statement: The need to comply with federal, state, department and program policies, procedures, regulations and laws relating to the efficient and effective administration of a state’s highway safety program.

Countermeasures: Adherences and compliance with all of the above guiding laws and regulations.

Strategies: Conduct business guided by all applicable rules, regulations, laws and statutes. Provide highway safety guidance and assistance to all appropriate traffic safety partners, within the state.

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

Assigned Staff: Ted Minall.

Project Description: Costs associated with planning and administration are as follows:

Personnel: Salaries and related expenses for:

- GHSP Chief
- Administrative Assistant

Operating Expenses:

- 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 27.5% 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
1415-0000	GHSP Chief	165,000	\$402
NONE	DPS Grant Management Specialist (MATCH State Funds)	80,000 (State Match)	Match 402 PA
1415-0001	Administrative Assistant	10,000	\$402
1415-0004	Operating Expenses (includes 25% indirect in §164)	20,000	\$402

Project #	Planning and Administration	Budget	Source
1115-5002		10,250	\$164 AL
1415-0005	GHSA Dues	4,500	\$402
Total		209,750	

Planning and Administration Budget Summary

Project Name	Budget	Source
GHSP Chief	165,000	\$402
DPS Grant Management Specialist	80,000	STATE MATCH
Administrative Assistant	10,000	\$402
Operating Expenses	20,000	\$402
	5,000	\$164 AL
GHSA Dues	4,500	\$402
\$402 Total	199,500	
\$164 AL Total	10,250	
	209,750	
Total All Funds	80,000 for DPS Grant Management Specialist in State Match not included in Total	

§405(b) Occupant Protection



Program Background

Program history

In 2002, the seat belt use rate in Vermont was mired just below 68% statewide. At that time, Vermont implemented the state's first *Click It or Ticket* (CIOT). NHTSA provided the state with special funding to support expanded media outreach spreading the CIOT tagline throughout Vermont for the first time. The message penetration rate was in excess of 70% and the message reached more than 400,000 people in the state. Law Enforcement agencies (LEAs) throughout the state engaged in data developed enforcement focused on those areas identified as low use sections of the state. Ten specific locations were selected to conduct high visibility enforcement events, linked to and supported by energetic media coverage. The results were dramatic. A subsequent seat belt survey, conducted shortly after the effective conclusion of the CIOT campaign, indicated an 84.9%, statewide use rate. 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 (2004-2013)

Year	Belt Use Rate	3-Year Average
2004	79.4%	
2005	84.7%	
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%
2013	84.9%	84.6%

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

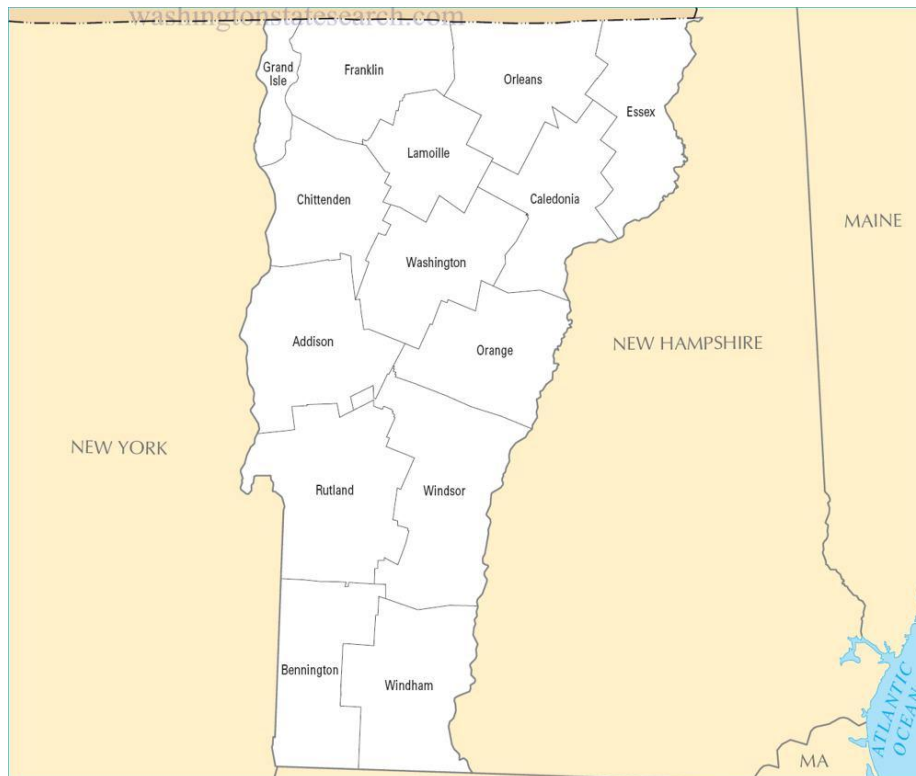
smallest state in the union. The following demographic insights will provide the reader with a glimpse of the status of the OP program in Vermont.

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 less populated counties have been combined for reporting consistency and accuracy.

Vermont 2013 Safety Belt Use Survey

Region	Use Rate	Population (2010 census)
Chittenden County	87.7%	156,545
Bennington/Addison Counties	84.9%	73,946
Franklin/Grand Isle Counties	78.1%	54,716
Orleans, Caledonia, Essex Counties	79.5%	64,764
Rutland County	86.2%	61,642
Washington/Lamoille Counties	83.0%	84,009
Windham/Orange/Windsor Counties	87.1%	130,110
Statewide Use Rate	84.9%	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

Barracks	County/Counties Covered
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 2015

County	Law Enforcement Agency	Town/City Population
Addison	Bristol Police Dept.	3,894
	Middlebury Police Dept.	8,496
	Vergennes Police Dept.	2,588
Bennington	Bennington Police Dept.	15,764
	Manchester Police Dept.	4,391
	Winhall Police & Rescue	769
Caledonia	Hardwick Police Dept.	3,010
	St. Johnsbury Police Dept.	7,603
Chittenden	Burlington Police Dept.	42,417
	Colchester Police Dept.	17,067
	Essex Police Dept.	19,587
	Hinesburg Police Dept.	4,396
	Milton Police Dept.	10,352
	Richmond Police Dept.	4,081
	Shelburne Police Dept.	7,144
	South Burlington Police Dept.	17,904
	Williston Police Dept.	8,698
Winooski Police Dept.	7,267	
Franklin	St. Albans Police Dept.	12,917
Lamoille	Morristown Police Dept.	5,227
	Stowe Police Dept.	4,314

County	Law Enforcement Agency	Town/City Population
Orleans	Newport Police Dept.	6,183
Rutland	Brandon Police Dept.	3,966
	Castleton Police Dept.	4,717
	Fair Haven Police Dept.	2,734
	Killington Police Dept.	811
	Poultney Constable	3,432
	Rutland City Police Dept.	16,495
Washington	Barre City Police	9,052
	Barre Town Police Dept.	7,924
	Berlin Police Dept.	2,887
	Montpelier Police Dept.	7,855
	Northfield Police Dept.	6,207
Windham	Brattleboro Police Dept.	12,046
	Wilmington Police Dept.	1,876
Windsor	Chester Police Dept.	3,154
	Hartford Police Dept.	9,952
	Ludlow Police Dept.	1,963
	Norwich Police Dept.	3,414
	Royalton Police Dept.	2,773
	Springfield Police Dept.	9,373
	Weathersfield Police Dept.	2,825
	Windsor Police Dept.	3,553
	Woodstock Police Dept.	3,048

Vermont's High Risk Population Countermeasure Program

2013 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 target education and enforcement efforts directly into these focus areas. VHSA partners will engage in local operations centered presentations 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	81.7%	93.4%	89.5%	86.7%	91.5%	74.9%
Bennington/Addison	79.8%	89.5%	88.3%	81.6%	88.2%	72.7%
Franklin/Grand Isle	69.7%	86.3%	85.0%	87.5%	81.4%	60.5%
Northeast Kingdom	72.3%	88.1%	81.6%	83.5%	88.8%	69.1%
Rutland County	79.3%	94.1%	86.4%	91.3%	91.9%	76.4%
Washington / Lamoille	72.9%	92.6%	86.1%	84.0%	86.3%	68.9%
Windham/Orange/Windsor	80.6%	94.2%	91.6%	88.2%	91.0%	71.2%
Statewide	78.7%	92.4%	88.4%	86.2%	89.9%	71.5%

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

Federal Fiscal Year 2014 Activities

Vermont’s statewide seatbelt rate continues to remain just slightly below 85%. But, FFY 2014 is still in progress and many of the implemented strategies are too new to accurately evaluate. The creation of “OP802”, (derived from Occupant Protection and the only telephone area code in the state) is an active working occupant protection task force which is focused on creating new energy in the state’s historical low use areas. These three basic areas are:

- Franklin County, located in the extreme northwest of the state, and borders Canada.
- The Northeast Kingdom, consisting of Caledonia, Essex and Orleans counties and adjacent to both Canada and the northwest section of New Hampshire.
- The Connecticut River Valley, consisting of Windsor and Windham counties and borders New Hampshire.

Although the overall state seat belt use rate is 84.9% (2013), 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.

The 2013 Click-It-or-Ticket campaign was initiated with a seat belt specific video depicting a serious unrestrained crash which took place in the Newport city vicinity. The “Buckle Up” message was delivered by the Commissioner of Public Safety, a former local prosecutor who is well known in local communities. State, county and local law enforcement personnel played prominent roles assisting at the staged crash scene. The message was delivered to the target audience from local voices, in a very recognizable local setting.

Also with the low use population in mind the occupant protection media messaging utilizes teenage actors to deliver the seat belt message to a teenage audience 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.

Members of the GHSP staff are active participants in the Vermont Highway Safety Alliance (VHSA) and have been core contributors since the alliance’s creation.

The VHSA executive board meets on a regular basis with a general membership meeting held quarterly. In 2012 VHSA worked with a number of federal, state and local partners to update the state’s Strategic Highway Safety Plan (SHSP). Occupant Protection is a focused priority and list as one of six Critical Emphasis Areas (CEAs). Law Enforcement and Outreach focus groups work collaboratively with all participating partners to enhance the importance of proper use of restraints.

VHSA has energetically supported a series of Regional Highway Safety Forums throughout the state. These are truly grass root workshops attended by local select board members; public work directors; road foremen and commissioners; fire chiefs; state, county and local law enforcement; school principals and educational staff; driver’s education instructors; health service workers; emergency responders and other attendees interested in improving traffic safety within their communities. The GHSP Law Enforcement Liaisons staff an informational booth and staff members provide traffic safety presentations to the audience. These are excellent opportunities to deliver the occupant safety message to a non-mainstream group, sometimes overlooked in demographical planning. These workshops will continue into FFY 2015 and when completed, will have covered the entire state.

During 2013, the GHSP completed the first year of partnership in the Child Passenger Safety (CPS) program with the Vermont Department of Health (VDH). VDH continues to grow the existing CPS technician cadre and this expansion provides an extensive ability for community outreach. This micro level of messaging, similar to the Safety Forums, penetrates deep into the communities in which the technicians serve. VDH uses these outreach opportunities to deliver safety messages to parents, teens and other responsible adults while providing services to local children. It is anticipated that the number of CPS technicians will continue to grow along with the success of the program.

Qualification Criteria for All States FFY 2015:

Occupant Protection Plan

In compliance with the requirements of the provisions defined in Moving Ahead for Progress in the 21 Century (MAP-21), section 1200.21, the GHSP staff has developed and implemented 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 84.9%. (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.

One basic deficiency in Vermont’s current occupant protection program is the state’s inability to achieve a sustained increase of the statewide seatbelt use rate. Although the 2013 Vermont seatbelt use survey indicates an overall use rate of 84.9%, a closer analysis of use in individual geographic areas and specific use categories defines a clearer problem. The overall statewide use rate for pickup trucks is 71.5% while the passenger cars rate is 88.4%. Historical lower use areas such as the Northeast section of the state (Essex, Orleans and Caledonia counties); the Connecticut River Valley (Windsor and Windham counties) and Franklin County, have continued a use rate below 80%. Overall statewide seatbelt use rate by females is 90.3% while male use is at 78%. This use rate is clearly defined. During FFY 2015, GHSP will provide specific focus to those areas and those groups that, by their lack of use, negatively impacts the overall use rate in the state.

The GHSP staff works closely with the state’s media contractor who has created effective and focused 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 the 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 2015 OP media strategy has taken 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.

The recently created Occupant Protection Task Force (OP802), is conceived for the purposes of addressing these low areas and reaching those motorists who are not properly restrained. The task force consists of representation from the “4 Es” of highway safety. The task force also includes media and outreach specialists to foster a robust educational outreach program. The task force operates within the structure of the Vermont Highway Safety Alliance (VHSA) and can access resources through VHSA partners. OP802 was recently successful in supporting a memorial, dedicated to a deputy sheriff who killed while conducting an occupant protection patrol in the Northeast Kingdom. This accomplishment clearly planted the occupant protection banner in that low use area of the state.

During the grant application process, GHSP staff provided each subgrantee applicant with occupant protection data specific to their geographical area of responsibility. The GHSP program coordinators monitor reimbursement requests to determine if enforcement efforts are directed to these clearly identified low use

areas. This focus and strategic deployment of law enforcement resources will be supported by a very direct messaging campaign specific to that low use population continually identified in the annual use survey. Support for occupant protection programs will not be spread evenly across the state. Enforcement in high use areas will be performed at an efficient and effective maintenance level. In addition, the Commissioner of Public Safety delivered a very graphic message standing in front of a wreck of a car, which had been involved in an unrestrained operator crash two nights before. The setting was in the middle of the largest populated city in the Northeast Kingdom. The television segment was aired many times during the year and carries a clear Northeast Kingdom “Buckle Up” message.

The OP802 Task Force meets, and will continue to meet, at least quarterly and more often when planning a specific event. The GHSP LELs will also deploy the Click-It-or-Ticket (CIOT) Task Force at various times during the year to support the ongoing work being done by OP802. The CIOT task force is a mobile strike unit which is staffed by a highly motivated and select group of police officers who are dedicated to increasing occupant protection. The CIOT task force is utilized to support campaign activities delivered by state, county and local law enforcement agencies. This multi-agency collaborative operation highlights the effectiveness of highway visibility enforcement tactics. GHSP supports the Vermont State Police by providing funding for enforcement of the occupant protection laws in each of the fourteen counties. In addition, all of the fourteen sheriff’s department’s engage in occupant protection efforts and are also supported with funds distributed by GHSP through the state’s enforcement grants process. A third layer of enforcement comes collectively from the local municipal agencies 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. This diversified network of enforcement provides a system of interlocking occupant protection coverage, statewide and visible during any period of the year.

Occupant Protection Strategies

1. Work with partnering agencies at the Federal, State levels to align Vermont’s OP strategies described in the 2012 Strategic Highway Safety Plan (SHSP) and those listed in the FFY 2015 Highway Safety Plan.
2. An Occupant Protection Assessment was conducted by NHTSA during July 2013. Recommendations provided by the assessment team are being implemented.
3. GHSP has designated a program coordinator as the “Occupant Protection Coordinator” with primary responsibility for all issues relating to the OP program.
4. Continue to use 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 three lowest use areas in the state, (Franklin County, the Connecticut River Valley 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. Staff participation in Regional Traffic Safety Forums provides an effective platform for the delivery of OP messaging to local communities.
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. Staff participation at county fairs and other gatherings are community level opportunities to promote OP priorities.
11. Conduct nighttime seat belt enforcement based on crash data in selected target locations.
12. Maintain the existing policy of requiring subgrantees to submit “zero tolerance for seat belt violations” and written policies for employee seat belt use.
13. Law Enforcement Liaisons (LEL) will assist GHSP staff in providing law enforcement agencies with technical assistance 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 Agency of Education and the Department of 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 through membership in VHSA.
19. Improve OP programs in eclectic workplaces by continued support of “Project Road Safe”.
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. Continue to assess GHSP’s compliance with the recommendations provided by the July 2013, NHTSA, Occupant Assessment.
2. Increase the seat belt use in the three lowest geographical areas (Franklin County, the Connecticut River Valley and the Northeast Kingdom) to 80% by the conclusion of FFY 2015.
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

Problem Statement: The CIOT May campaign is the most publicized occupant protection national campaign. Currently 15% of the state’s motoring public drives improperly restrained.

Countermeasures: *Countermeasures That Work*, 7th edition, chapter 2, section 2.1

Strategies: Maximize the CIOT campaign by utilizing public and media outreach supported by high visibility occupant protection enforcement in those areas identified via data as historically low use areas.

Goals: Increase seat belt use rates in the three identified areas which are significantly below the state seat belt use rate of 85%.

Assigned Staff: GHSP LELs.

Project Description: Vermont has participated in the Click It or Ticket (CIOT) 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 (LEA) participation in CIOT is encouraged and considered 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 incentive program.

LELs 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 CIOT campaigns. In addition, the Vermont Agency of Transportation (VTrans) will continue to provide no cost use of variable message boards placed in high traffic locations. These message boards deliver a variety of CIOT messaging to the motoring public.

The LELs 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, interagency 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 earned and paid media.

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. A total of \$900,000 is planned for these activities.

CIOT Mobilization Funding

Project #	Click It Or Ticket National Mobilization	Amount	Source
1415-1070	Using proven data driven countermeasures and our staff review of past projects this budget has been allocated to the Click It Or Ticket National Mobilization for this federal fiscal year. Agencies with executed agreements will work with four Captains from across the state to formulate a schedule for the project. Using this schedule, program staff will determine an appropriate increase to agencies who wish to participate. Once the breakdown in funding is known NHTSA will be notified of the projects that receive an increase.	357,500	\$402

Child Restraint Inspection Stations

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 twelve VDH district offices provide a recognized statewide distribution network of low-income seat vouchers to local community agencies providing services and education to eligible families.

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. The OP802 task force includes VDH CPS program staff.

Vermont fitting stations

Addison County
Bristol Police Dept. Fitting Station
<ul style="list-style-type: none"> • Middlebury Volunteer Ambulance Fitting Station • Vergennes Area Rescue Fitting Station • Vergennes - Tapestry Midwifery
Bennington County
<ul style="list-style-type: none"> • Southwestern VT Hospital • Winhall Police Dept.
Caledonia County
<ul style="list-style-type: none"> • Lyndon Rescue, Inc. c/o Lyndon Fire
Chittenden County
<ul style="list-style-type: none"> • Colchester Police Dept. • Easter Seals • Essex Rescue • Good News Garage • Lund Family Center • Milton Police Department • Richmond Rescue • Shelburne Police Dept. • So. Burlington Police Dept. • Underhill Jericho Fire Station • UVM Police • Williston Fire Dept.

Essex County
<ul style="list-style-type: none"> • Guildhall - Essex County Sheriff's Dept.
Franklin County
<ul style="list-style-type: none"> • Family Center and NW Counseling and Support Services
Grand Isle County
<ul style="list-style-type: none"> • Grand Isle Sheriff's Dept.
Lamoille County
<ul style="list-style-type: none"> • Morrisville agency in negotiation pending confirmation July 2014 • Stowe agency in negotiation pending confirmation July 2014
Orange County
<ul style="list-style-type: none"> • Vermont State Police - Bradford
Orleans County
<ul style="list-style-type: none"> • Barton Rescue
Rutland County
<ul style="list-style-type: none"> • Rutland Regional Ambulance Service Fitting Station
Washington County
<ul style="list-style-type: none"> • Central Vermont Medical Center
Windham County
<ul style="list-style-type: none"> • Bellows Falls Fire Dept. • Deerfield Valley Rescue • Rescue, Inc. • Vermont State Police (Rockingham)
Windsor County
<ul style="list-style-type: none"> • Ascutney Fire Dept. • Springfield Hospital • Vermont State Police (Bethel)

Grant for child safety seats

Project #	Subgrantee	Amount	Source
1215-6500	Vermont Department of Health	10,000	§2011

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, providing a statewide telephone helpline and the BeSeatSmart website with child passenger safety information and resources for parents and educators. The two full-time VDH program positions are both certified technicians.

The national Basic Certification course and technical update trainings with CEUs offered are held annually. In FFY 2015, 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 2015 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

Project #	Subgrantee	Amount	Source
1415-3000	Vermont Department of Health	8,000	\$405(b)

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

During FFY 2013, the design of the State Seat Belt Enforcement Plan began a significant change. A review of yearly statewide seat belt use rate remained stagnated at or about 85%, with a few minor increases, that reached 87% and then regressed to 85%. Prior to FFY 2013, increasing the state's seat belt use rate was approached as a statewide problem. In reality, a closer analysis of this use rate indicates five of the seven areas (some counties grouped together for sampling purposes) were near or above 88% use rate. The two areas below 88% were: Franklin/Grand Isle counties (74.8%) and The Northeast Kingdom, consisting of Essex, Caledonia and Orleans counties (83.5%). Obviously equal distribution of resources was not an effective approach to increasing the overall state use rate.

Since FFY 2013, GHSP staff and contracted Law Enforcement Liaisons (LELs) no longer use this unilateral approach to seat belt enforcement and education. The two areas listed above have been expanded to include the Connecticut River Valley, containing Windsor and Windham counties. This third area is directly across the river from New Hampshire and receives a fair amount of cross border traffic. As a result of this seat belt use re-evaluation, narrowly focused seat belt enforcement will be directed into those areas which, by their low use rates, negatively impact Vermont's statewide use rate. Regular seat belt enforcement and education will continue in the four areas which are at or above 88%, but these areas will not experience the intense concentration expended in the identified low use areas.

Such a concentrated exercise will be "Click It in the Kingdom", which will be a task force like operations center on the Northeast Kingdom. In addition, the CIOT task force will use data to identify those lowest use sectors within the three low use areas to saturate roadways with enforcement and education. During May of 2013, the Commissioner of Public Safety delivered a "Buckle Up" message, in front of a recently wrecked vehicle driven by an unbelted operator. The setting for this message was in the middle of the largest city, Newport, in the Northeast Kingdom. The tone and delivery of the message was directed at those motorists who consistently drive while unbelted. This more direct messaging will continue through FFY 2015.

There are fourteen sheriff's departments in the state. All fourteen have participated in seat belt enforcement campaigns during recent years. The Vermont State Police have barracks that provide seat belt enforcement patrols in each of the fourteen counties and local, municipal agencies engage in seatbelt patrols at the city, town and village levels. They are joined, in some areas, by local community constables who engage in full seat belt enforcement activities. This multi-layered enforcement spectrum provides total coverage for the enforcement of the state's seat belt law. Although the national Click-It-or-Ticket campaign, held at the end of May, is the largest combined enforcement campaign in the state, sustained enforcement efforts are taking place at each level during the entire year. All law enforcement subgrantees are required to have a "zero tolerance for seat belt violations" policy in place prior to the awarding of grants. Each subgrantee is presented with crash data and seat belt use information, including plotted maps, during the required grants preparation workshops. Agencies are required to utilize this information in the development of their problem statement, strategic countermeasures, measurements and determining functional realistic outcomes.

GHSP LELs work with law enforcement agencies in bordering states, New Hampshire, New York and Massachusetts to amplify the seatbelt safety message to interstate travelers motoring between states. The Vermont State Police also perform collaborative seatbelt enforcement efforts with Canadian provincial police agencies, along the international border.

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.

GHSP contracted with a second LEL during 2013. This LEL "north" will focus all of his attention on the areas that contain these historically low use rates. He is the chairperson for "OP802" and directs activity through the Vermont Highway Safety Alliance. OP802 will provide information and enforcement strategies to community level locations throughout the three selected low use areas.

Periods when enforcement will occur:

GHSP supports sustained seat belt enforcement, and Vermont's LEAs are very active, participating in National Click-It-or-Ticket enforcement campaigns. In addition, such in-state efforts as "Click-it in the Kingdom" and the "CIOT Task Force" are deployed in areas of low compliance. Enforcement is conducted at the statewide, countywide and local levels at all times during the calendar year.

Percentage of Vermont covered by law enforcement

The data driven application of enforcement strategies enables 100% of Vermonters to be covered by state, county or local law enforcement. Low use areas will be subjected to more frequent and more focused enforcement efforts.

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 2015

County	Law Enforcement Agency	Town/City Population
Addison	Bristol Police Dept.	3,894
	Middlebury Police Dept.	8,496
	Vergennes Police Dept.	2,588
Bennington	Bennington Police Dept.	15,764
	Manchester Police Dept.	4,391
	Winhall Police & Rescue	769
Caledonia	Hardwick Police Dept.	3,010
	St. Johnsbury Police Dept.	7,603
Chittenden	Burlington Police Dept.	42,417
	Colchester Police Dept.	17,067
	Essex Police Dept.	19,587
	Hinesburg Police Dept.	4,396
	Milton Police Dept.	10,352
	Richmond Police Dept.	4,081
	Shelburne Police Dept.	7,144
	South Burlington Police Dept.	17,904
	Williston Police Dept.	8,698
	Winooski Police Dept.	7,267
Franklin	St. Albans Police Dept.	12,917
Lamoille	Morristown Police Dept.	5,227
	Stowe Police Dept.	4,314
Orleans	Newport Police Dept.	6,183
Rutland	Brandon Police Dept.	3,966
	Castleton Police Dept.	4,717
	Fair Haven Police Dept.	2,734
	Killington Police Dept.	811
	Poultney Constable	3,432
Washington	Rutland City Police Dept.	16,495
	Barre City Police	9,052
	Barre Town Police Dept.	7,924
	Berlin Police Dept.	2,887
	Montpelier Police Dept.	7,855
Windham	Northfield Police Dept.	6,207
	Brattleboro Police Dept.	12,046
	Wilmington Police Dept.	1,876
Windsor	Chester Police Dept.	3,154
	Hartford Police Dept.	9,952
	Ludlow Police Dept.	1,963
	Norwich Police Dept.	3,414

County	Law Enforcement Agency	Town/City Population
	Royalton Police Dept.	2,773
	Springfield Police Dept.	9,373
	Weathersfield Police Dept.	2,825
	Windsor Police Dept.	3,553
	Woodstock Police Dept.	3,048

Sheriff's Departments participating in ongoing and periodic seat belt and child restraint enforcement for FFY 2015

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 2015

Project #	Subgrantee	Budget	Source
1415-1000	Barre City Police	4,000	\$402
1415-1001	Barre Town Police Dept.	4,000	\$402
1415-1002	Bennington Police Dept.	36,000	\$402
1415-1003	Berlin Police Dept.	10,000	\$402
1415-1004	Brandon Police Dept.	6,000	\$402
1415-1005	Brattleboro Police Dept.	10,000	\$402
1415-1006	Bristol Police Dept.	2,000	\$402
1415-1007	Burlington Police Dept. SHARP	10,000	\$402
1415-1008	Caledonia County Sheriff's Dept.	10,000	\$402
1415-1009	Castleton Police Dept.	6,000	\$402
1415-1010	Chittenden County Sheriff's Dept. SHARP	12,000	\$402
1415-1011	Colchester Police Dept. SHARP	10,000	\$402
1415-1012	Colchester Police Dept.	8,000	\$402
1415-1013	Essex County Sheriff's Dept. SHARP	6,000	\$402
1415-1014	Essex Police Dept. SHARP	6,000	\$402

Project #	Subgrantee	Budget	Source
1415-1015	Essex Police Dept.	8,000	\$402
1415-1016	Fair Haven Police Dept.	16,000	\$402
1415-1017	Franklin County Sheriff's Dept.	8,000	\$402
1415-1018	Grand Isle County Sheriff's Dept.	16,000	\$402
1415-1019	Hardwick Police Dept.	8,000	\$402
1415-1020	Hartford Police Dept.	2,000	\$402
1415-1021	Hinesburg Police Dept. Tri-Town	12,000	\$402
1415-1022	Killington Police Dept.	2,000	\$402
1415-1023	Lamoille County Sheriff's Dept.	6,000	\$402
1415-1024	Manchester Police Dept.	4,000	\$402
1415-1025	Milton Police Dept. SHARP	8,000	\$402
1415-1026	Montpelier Police Dept.	8,000	\$402
1415-1027	Morristown Police Dept.	6,000	\$402
1415-1028	Newport Police Dept.	8,000	\$402
1415-1029	Northfield Police Dept.	6,000	\$402
1415-1030	Orange County Sheriff's Dept.	30,000	\$402
1415-1031	Orleans County Sheriff's Dept.	28,000	\$402
1415-1032	Poultney Constable	5,000	\$402
1415-1033	Richmond Police Dept.	8,000	\$402
1415-1035	Royalton Police Dept.	2,000	\$402
1415-1036	Rutland City Police Dept.	74,000	\$402
1415-1037	Rutland County Sheriff's Dept.	40,000	\$402
1415-1038	Shelburne Police Dept. Tri-Town	20,000	\$402
1415-1039	South Burlington Police Dept. Tri-Town	12,000	\$402
1415-1040	Springfield Police Dept.	6,000	\$402
1415-1041	St. Albans Police Dept.	5,000	\$402
1415-1042	St. Johnsbury Police Dept.	8,000	\$402
1415-1043	Stowe Police Dept.	2,000	\$402
1415-1044	UVM Police Services SHARP	8,000	\$402
1415-1045	Vergennes Police Dept.	18,600	\$402
1415-1046	Vermont Department of Liquor Control SHARP	10,000	\$402
1415-1047	Vermont Department of Motor Vehicles SHARP	8,000	\$402
1415-1048	Vermont Department of Motor Vehicles	10,000	\$402
1415-1049	Vermont State Police, Traffic Safety	292,500	\$402
1415-1050	Washington County Sheriff's Dept.	16,000	\$402
1415-1051	Weathersfield Police Dept.	4,000	\$402
1415-1052	Williston Police Dept. SHARP	8,000	\$402
1415-1053	Wilmington Police Dept.	8,400	\$402
1415-1054	Windham County Sheriff's Dept.	18,000	\$402
1415-1055	Windsor County Sheriff's Dept.	16,000	\$402
1415-1056	Winhall Police & Rescue	9,000	\$402
1415-1057	Winooski Police Dept. SHARP	8,000	\$402
Total		932,500	

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. The preliminary fatality data indicate a total of 70 fatalities during calendar year 2013; the ratio of urban fatalities to those occurring in population centers remains similar to the fatalities occurring during calendar year 2012. A review of 2013 data demonstrates that 56 fatalities occurred on rural roadways compared to 14 on urban roads. This is a ratio of 4 to 1.

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) and again in the 2013 statewide survey, 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 pickup 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 2015.

As a part of Vermont's statewide OP plan, the LELs will use the Click It or Ticket (CIOT) task force model to change the behavior of those who have not yet been convinced to buckle up. In addition, the newly formed "OP802" occupant protection task force will also focus on these geographical areas. A subset of the national

CIOT enforcement campaign is “Click-It in the Kingdom” which has been created to focus on the three counties which make up the state’s Northeast Kingdom.

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 2015, the Regional Traffic Safety Forums (RTSF) will be 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 2015 where enforcement addresses drivers on rural roadways

Project #	Subgrantee	Budget	Source
1415-1000	Barre City Police	4,000	\$402
1415-1001	Barre Town Police Dept.	4,000	\$402
1415-1003	Berlin Police Dept.	10,000	\$402
1415-1004	Brandon Police Dept.	6,000	\$402

Project #	Subgrantee	Budget	Source
1415-1006	Bristol Police Dept.	2,000	\$402
1415-1008	Caledonia County Sheriff's Dept.	10,000	\$402
1415-1009	Castleton Police Dept.	6,000	\$402
1415-1010	Chittenden County Sheriff's Dept. SHARP	12,000	\$402
1415-1011	Colchester Police Dept. SHARP	10,000	\$402
1415-1012	Colchester Police Dept.	8,000	\$402
1415-1013	Essex County Sheriff's Dept. SHARP	6,000	\$402
1415-1016	Fair Haven Police Dept.	16,000	\$402
1415-1017	Franklin County Sheriff's Dept.	8,000	\$402
1415-1018	Grand Isle County Sheriff's Dept.	16,000	\$402
1415-1019	Hardwick Police Dept.	8,000	\$402
1415-1020	Hartford Police Dept.	2,000	\$402
1415-1021	Hinesburg Police Dept. Tri-Town	12,000	\$402
1415-1022	Killington Police Dept.	2,000	\$402
1415-1023	Lamoille County Sheriff's Dept.	6,000	\$402
1415-1024	Manchester Police Dept.	4,000	\$402
1415-1025	Milton Police Dept. SHARP	8,000	\$402
1415-1027	Morristown Police Dept.	6,000	\$402
1415-1028	Newport Police Dept.	8,000	\$402
1415-1029	Northfield Police Dept.	6,000	\$402
1415-1030	Orange County Sheriff's Dept.	30,000	\$402
1415-1031	Orleans County Sheriff's Dept.	28,000	\$402
1415-1032	Poultney Constable	5,000	\$402
1415-1033	Richmond Police Dept.	8,000	\$402
1415-1035	Royalton Police Dept.	2,000	\$402
1415-1037	Rutland County Sheriff's Dept.	40,000	\$402
1415-1038	Shelburne Police Dept. Tri-Town	20,000	\$402
1415-1039	South Burlington Police Dept. Tri-Town	12,000	\$402
1415-1040	Springfield Police Dept.	6,000	\$402
1415-1042	St. Johnsbury Police Dept.	8,000	\$402
1415-1043	Stowe Police Dept.	2,000	\$402
1415-1045	Vergennes Police Dept.	18,600	\$402
1415-1046	Vermont Department of Liquor Control SHARP	10,000	\$402
1415-1047	Vermont Department of Motor Vehicles SHARP	8,000	\$402
1415-1048	Vermont Department of Motor Vehicles	10,000	\$402
1415-1049	Vermont State Police, Traffic Safety	292,500	\$402
1415-1050	Washington County Sheriff's Dept.	16,000	\$402
1415-1051	Weathersfield Police Dept.	4,000	\$402
1415-1053	Wilmington Police Dept.	8,400	\$402
1415-1054	Windham County Sheriff's Dept.	18,000	\$402
1415-1055	Windsor County Sheriff's Dept.	16,000	\$402
1415-1056	Winhall Police & Rescue	9,000	\$402
1415-1057	Winooski Police Dept. SHARP	8,000	\$402
Total		759,500	

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 nighttime drivers for seat belt use.

NHTSA's 2013 edition of Countermeasures That Work indicates: 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. Data obtained from The Vermont Agency of Transportation, crash database indicates that of the 70 fatalities in 2013, 45 occurred between the hours of 1800 and 0559. Of these 45 fatalities, 24 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 continues to remain operationally flexible, due to many environmental challenges and the availability of resources. Enforcement efforts will be conducted periodically during the months of May, June, July, and September of 2015. 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 nighttime 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 #	Nighttime Belts Task Force	Budget	Source
1415-1100	Using proven data driven counter measures and our staff review of past projects this budget has been allocated to the Nighttime Belts Task Force for this federal fiscal year. Agencies with executed agreements will work with four Captains from across the state to formulate a schedule for the project. Using this schedule, program staff will determine an appropriate increase to agencies who wish to participate. Once the breakdown in funding is known, NHTSA will be notified of the projects that receive an increase.	175,000	\$402

Teenage Drivers

Vermont will not focus on this population.

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

Problem Statement: Local and statewide seat belt surveys indicate a significantly lower measureable seat belt use rate for males in the age range of 18-34 years of age and driving pickup trucks.

Countermeasures: *Countermeasures That Work*, 7th edition, Chapter 3, section 3.2

Strategies: Seat belt use messaging has been re-designed to address this particular demographic. Data has been provided to local LEAs emphasizing this information.

Goals: Increase seat belt use rate in this stated demographic to equal the average state wide seat belt use rate of 85% before the conclusion of FFY2015.

Assigned Staff: GHSP LELs.

Project Description: The Vermont 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, 1049 are listed as having a registered weight of less than 6,100 pounds and are registered to males age 18-34. Approximately 40% of those trucks are registered in 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 the *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%), pickup 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 pick-up drivers reporting lower belt use (Boyle & Lampkin, page iv).

The LELs will conduct belt surveys or facilitate belt surveys with LEA’s and also their college intern programs. The most recent seat belt survey conducted by the Essex County Sheriff’s Department (Northeast Kingdom) revealed a compliance rate of only 60% in the 18-34 population.

Therefore, in May 2014 and going forward the Vermont LELs, through the work of Task Force OP802, engaged in an enhanced occupant protection program in the Northeast Kingdom (see above) called “*Click-It in the Kingdom.*” Agencies including the Vermont State Police, county Sheriffs, municipal law enforcement agencies, schools, Vt. Dept. of Transportation, VT. Dept. of Health and local trucking and construction firms are all working collaboratively to raise awareness and educate this vulnerable 18-34 year old population about the law itself. Strategies include displays of fatal crash maps/data, teaching the benefits of staying in a protected position within the structure of the truck, and ultimately, with the threat of a ticket. This 18-34 year old population is specifically mentioned in media releases without ambivalence.

This project will be supported by earned and paid media messaging directed at the low use population. This public outreach, enhanced with focused media message began during FFY 2013 and will continue to gain traction through intensified enforcement and specialization of the target audience. Social media such as Facebook and Twitter have been 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 2015 where enforcement addresses male, pickup truck operators, 18-34 years of age

Project #	Subgrantee	Budget	Source
1415-1008	Caledonia County Sheriff's Dept.	10,000	\$402
1415-1013	Essex County Sheriff's Dept.	6,000	\$402
1415-1017	Franklin County Sheriff's Dept.	8,000	\$402
1415-1018	Grand Isle County Sheriff's Dept.	16,000	\$402
1415-1028	Newport Police Dept.	8,000	\$402
1415-1031	Orleans County Sheriff's Dept.	28,000	\$402
1415-1041	St. Albans Police Dept.	5,000	\$402
1415-1042	St. Johnsbury Police Dept.	8,000	\$402
1415-1049	Vermont State Police, Traffic Safety	292,500	\$402
Total		381,500	

Comprehensive Occupant Protection Program

Vermont is not applying under this criterion.

Occupant Protection Program Assessment

Vermont's Occupant Protection Assessment took place July 15 - 19, 2013.

§405(c) Traffic Records

Qualification Criteria

TRCC Charter

See FFY 2015 TRIPRS Application and Appendix E of this document.

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

See FFY 2015 TRIPRS application.

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
Mr. Joe Arduca	FMCSA	Joseph.Arduca@dot.gov	
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 DMV Enforcement
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. Jeffery Loewer	Courts	Jeffrey.loewer@state.vt.us	Judiciary CIO
Mr. Francis Aumand	DPS	paumand@state.vt.us	Director
Mr. Thomas Fields	GHSP	Tom.fields@state.vt.us	Law Enforcement Liaison
Capt. David Notte	VSP	David.notte@state.vt.us	
Mr. Gary Nowak	DPS	Gary.nowak@state.vt.us	IT Technician II / Project Specialist
Mr. Dean Hamel	DPS	Dean.hamel@state.vt.us	DPS IT Manager
Mr. Brad Epstein	DPS	Brad.epstein@state.vt.us	Mobile Data specialist
Ms. Caroline Dawson	VDH	cdawson@vdh.state.vt.us	Public Health Analyst II
Mr. Bob Thigpen	DII	bob.thigpen@state.vt.us	TR IT Project Manager
Ms. Eleni Churchill	AOT	echurchill@ccmpo.org	Sr. Trans Planner
Ms. Charlene Oakley	NHTSA	Charlene.oakley@dot.gov	
Ms. Angie Byrne	NHTSA	Angie.byrne@dot.gov	
Mr. Ture Nelson	AOT	Ture.nelson@dot.gov	Region Administrator
Mr. Roger Thompson	FMCSA	Roger.thompson@dot.gov	
Mr. Tim White	FMCSA	Tim.white@dot.gov	
Mr. Michael Vaughn	FMCSA	Michael.vaughn@dot.gov	
Ms. Lise Veronneau	Burlington PD	lveronneau@bpdvt.org	
Lt. Garry Scott	VSP	garry.scott@state.vt.us	VSP Traffic Operations

Name	Agency	Email	Title
Ms. Anne Liske	GHSP	Anne.Liske@state.vt.us	Highway Safety Program Coordinator
Mr. Ted Minall	GHSP	Ted.minall@state.vt.us	Chief
Mr. Chris Bell	VDH	Chris.bell@state.vt.us	EMS Director
Ms. Jenna Protzko	VDH	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. Jon Kaplan	AOT	Jon.kaplan@state.vt.us	Bike/Ped Coordinator
Sara Couture	CJTC	Sara.couture@state.vt.us	CJTC trainer

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.

Note: See FFY 2015 TRIPRS application, copy attached in HSP Appendix E

Written description of preceding twelve months performance measures

See FFY 2015 TRIPRS application.

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

Please refer to Appendix D for this certification

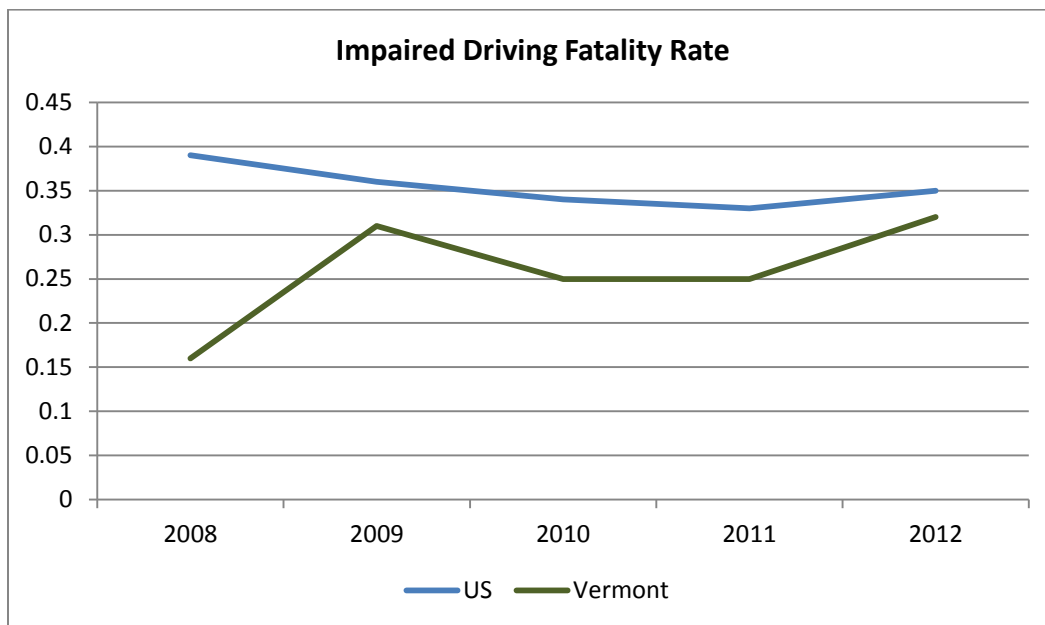
Grants to fund traffic records improvements

Project #	Project	Budget	Source
1315-3700	AOT Crash Data Reporting System	140,000	§408
1315-3701	SIREN	162,800	§408
1315-3702	Consultant - Deep River	36,864	§408
1315-3703	DPS Support of Traffic Records Improvement	75,000	§408
1215-3710	eCitation Implementation	709,900	§408
1415-3710		795,136	§405(c)
Total		1,919,700	

§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 2015 (FFY 2015). 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 0.32.

Vermont's definition of impairment "under the influence of alcohol" can be found in 23 VSA §1201 (a) (2).



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

Impaired driving related issues continue to pose some very vexing problems. A review of impaired driving fatalities (provided by the Vermont Agency of Transportation, FARS analyst) reveals some further disturbing information. Of the 70 Vermont roadway fatalities, 18 were alcohol related and a frightening 14 were related to drugs other than alcohol. Information obtained from the same source indicates that of the 41 impaired driving fatalities occurring in 2012, 21 fatalities were alcohol related while 20 involved drugs other than alcohol.

Vermont's governor delivered his State of the State message in January 2014. During that address, he focused on one topic, opiate abuse. One day in early May, 2014, the largest hospital in the state announced there had

been nine persons for heroin overdoses in a single day. All indicators point to a growing opiate problem within the state. Law enforcement officials, join other agency leaders in preparing to deal with this continually growing problem. Considering these developing signs, the opiate problem will manifest itself on Vermont's roadways.

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.

In March 2014, the GHSP Staff supported by AAA of Northern New England sponsored Vermont's first "Drugged Driving Summit". The event was held across the street from the statehouse and was attended by members of the legislature; the judiciary; law enforcement; education; treatment; youth programs; representatives from the NHTSA Regional Office and Headquarters as well as partners from FHWA and FMCSA. An audience of 130 attended the all-day event and were provided a dynamic array of presenters and other guests. The focus of the summit was to raise the level of awareness regarding drug use and the increasing effects drugged driving is having on the motoring public.

GHSP staff continues to work with each of the program's subgrantees. The annual partners' Grand Preparation Workshops offers an opportunity for staff members to highlight impaired driving issues for each individual agency. To further illuminate these issues, each agency is provided with three sets of map plotted data; (a) Statewide data; (b) Countywide data; and (c) local area of responsibility data. In addition, the subgrantees are required to retrieve certain data sets from their own records management system (RMS). Requiring agencies to mine their own data provides a greater degree of ownership and helps to bring the numbers to life.

GHSP's enforcement design is based on those recommendations cited in the NHTSA publication, Countermeasures That Work, 7th edition, published in 2013. Checkpoints, saturation patrols and DUI taskforce activities are all factored into the program's year-round strategies. In addition to active participation in all of the NHTSA national "*Drive Sober or Get Pulled Over*" campaigns, statewide enforcement of impaired driving will continue on a sustained, year-round basis. On any given day or night, impaired driving enforcement may be in progress in one or more Vermont communities. The patrol coverage provided by the State Police as a statewide function is interlocked with the countywide coverage provided by each of the fourteen sheriff's departments. This layered coverage is delivered at the local level by local municipal agencies and in some locations, by constables. This multi-tiered design is further enhanced by each officer having statewide jurisdiction and the authority to enforce DUI laws in any part of the state, regardless of his or her geographical location of employment.

During FFY 2014, GHSP's Law Enforcement Liaisons (LELs) surveyed those LEAs who have existing Impaired Driving grants with GHSP. They asked the LEAs to indicate what types of equipment stimulate or motivate officers to become more active in DUI enforcement. The consensus response was the need for more portable breath testing devices. With the approval of NHTSA, GHSP purchased 300 such units for distribution to the program LEA partners. These allocations were based on need and effective participation in data driven impaired driving enforcement.

The GHSP staff, working with the program's contracted media company, continues to develop messaging made for Vermonters. The messaging is directly related to the year-round high visibility enforcement efforts conducted in those areas which are identified using the timeliest data. The recent production and launching of the "*Drive Hammered, Get Nailed*" delivers a powerful messaging impact. All of Vermont's impaired driving

messaging is directed at those who are most likely to offend. The production settings and actors are clearly portrayed as those Vermonters who are in the targeted demographics. These messages are carried on local television, radio and also delivered via social networking through many on-line message providers. The effects are measured by Arbitron ratings and evaluated for continuation, redesign or cancelation.

In FFY 2014, GHSP continued a contractual relationship with a sports messaging vendor. These services provided an effective presence at live sporting events throughout the state and were delivered periodically during the entire year. These events involved recruitment of designated drivers, information about impaired driving and visually effective impaired driving warnings. GHSP's commitment to this type of live messaging will continue during FFY 2015.

In FFY 2015 the GHSP staff will engage in a contract with a New England wide televised production which focuses on the very popular topic of collectible automobiles and other related subjects. These episodes are televised prior to New England professional sporting events and have a large audience comprised on the demographics which are part of Vermont's DUI issues.

GHSP participation in 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 Es", enforcement, education, engineering, and emergency responders. Connection and interaction with these partners provides additional strength to the GHSP's programs. The education outreach continues to grow and the VHSA connection allows access to the younger as well as the older driver communities. GHSP's relationship with the Department of Health creates outreach opportunities into local communities at a grass roots level.

The GHSP Law Enforcement Liaison (LEL) contractor is the chair of the law enforcement focus group. In that position, the LEL has formed a statewide Impaired Driving task force working group. This group consists of representation from each of the "four Es". This task force promotes 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 2014, three of these forums were held in local, participating communities. The forums will continue into FFY 2015 and be held in three different locations in diverse sections of the state.

Vermont's first DUI Court pilot recently became fully operational 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 Judicial Outreach Liaison (JOL) to provide information and training relating to role of the DUI Court working within the state's judiciary system.

The number of certified Drug Recognition Experts (DREs) has grown to thirty-five. In February 2014, Vermont hosted the state's second DRE School, which was attended by students or instructors from four of the six New England states. During 2012, Vermont DREs conducted about 150 DRE evaluations; in 2013 the number of evaluations exceeds 200. The future expansion of the DRE program will be based on local needs and the ability to provide coverage in those areas where DRE services are most needed.

The Advanced Roadside Impaired Driver Enforcement (ARIDE) trainings are becoming more popular and more frequent. There are three such trainings scheduled for FFY 2014 and FFY 2015, with more expected to be developed. The On-line version of ARIDE is under review by the DRE oversight committee. The geographical size

of the state is well suited to regional trainings but may be enhanced with the addition and availability of distance learning.

Conducting specimen analysis, relating to the DRE evaluations, continues. As in prior years, a number of 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 GHSP staff will continue to use data, science and technology to manage the program's impaired driving strategies and projects. The continuing increase of opiate abuse and possible effects on roadway behavior must be continually on the program's list of high priority concerns. The staff will continue to work with the Departments of Health, Motor Vehicles and Liquor Control in addition to the Agencies of Transportation and Education to monitor any new or emergency impaired driving trends.

Federal Fiscal Year 2015, 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 improve with each ensuing grant year.

This year, in preparation for the upcoming FFY 2015 grant year, each attending agency was provided with data sets, clearly defining the basis for the development of problem identification. In addition, data relating to past performance was also provided 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 2015, 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 will continue to monitor the condition of hand held breath testing devices in LEAs. 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 2015 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 Es”, 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 Es”. 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 2014, three of these forums were held in local, participating communities. The forums will continue into FFY 2015 and be held in three 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.

GHSP staff is currently in the process of developing a strategic plan for hosting an impaired driving summit similar to 2014 Drugged Driving Summit. |This particular summit will be designed to produce a comprehensive approach to the impaired driving problem in Vermont.

FFY 2015 will be the second full fiscal year for the current DUI Court pilot, 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 is now capable of providing DRE coverage in every area of the state. During calendar year 2012, the state’s DREs conducted slightly more than 150 evaluations. During calendar year 2013, the number of evaluations exceeded 200. Vermont has aggressively engaged the Advanced Roadside Impaired Driving Enforcement (ARIDE) program and is currently hosting four or five courses per year. The DRE oversight committee is steadily moving towards providing this training, in both the classroom setting and also on-line. The continued spread of opioid abuse and the residual effects that this increase has on drugged driving, remains a primary concern for law enforcement as well as other traffic safety advocates.

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 (LELs) 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 2015. As in the past, that school will be open to candidates from the other five New England states.

Advanced Roadside Impaired Driver Enforcement (ARIDE) 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 ARIDE 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 such as *“Drive Hammered Get Nailed.”*
- 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.
- Work with DMV to support Driver’s Education Programs, reinforcing impaired driving laws.
- Fund the Vermont DUI Enforcement Task Force.
- Promote the expansion of WebCrash to map impaired driving crashes.
- Provide the state laboratory with instruments to facilitate the processing of impaired driving related evidence. The lab is conducting a needs assessment in this area.
- Support an Impaired Driving Task Force to coordinate activities among partners invested in reducing impaired driving.
- Provide continued support for 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 Judiciary 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 (ARIDE) 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.
- Plan and conduct a state wide impaired driving summit to promote problem education.

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 five times during FFY 2015.
- Support a survey of young drivers to determine perceived risks and attitudes about impaired driving.
- Evaluate the impact the LEL North has on the Northeast Kingdom by measuring any increase in the level of LEA participation in that section of the state.
- Measure the increase in drugged driving fatalities using geo mapping
- Expand the current Windsor County DUI Court pilot into one other county.
- Measure the number of training sessions the JOL and TSRP are delivering to the 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 35 to 40 during FFY 2015.
- Fund three regional ARIDE trainings in addition to two SFST 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.

During calendar year 2013, 60% of Vermont's roadway fatalities involved impairment by alcohol or another drug. As the GHSP staff approaches FFY 2015 the growing number of drugged driving incidents is a primary concern. Educating the public about the dangers of impaired driving is a dynamic continuously evolving mission. GHSP is committed to stronger media messaging; data driving focused and sustained enforcement; the use of data, science and technology to facilitate and enhance GHSP's deterrence messaging. And at the same time GHSP continues a parallel commitment to the apprehension, processing, adjudication and possible treatment of those who refuse to be deterred. GHSP will continue to evaluate this problem at every level possible. Using data, intelligence and information GHSP will be ready to adapt and adjust the program's priorities and focus as needed.

Use of Grant Funds

High Visibility Enforcement Efforts

Project #	Overtime enforcement conducted by local LEAs	Budget	Source
1115-5100	Barre City Police Dept.	6,000	\$164 AL
1115-5101	Barre Town Police Dept.	6,000	\$164 AL
1115-5102	Bennington Police Dept.	54,000	\$164 AL
1115-5103	Berlin Police Dept.	16,000	\$164 AL
1115-5104	Brandon Police Dept.	8,000	\$164 AL
1115-5105	Brattleboro Police Dept.	16,000	\$164 AL
1115-5106	Bristol Police Dept.	2,000	\$164 AL
1115-5107	Burlington Police Dept. SHARP	14,000	\$164 AL
1115-5108	Caledonia County Sheriff's Dept.	10,000	\$164 AL
1115-5109	Castleton Police Dept.	22,000	\$164 AL
1115-5110	Chittenden County Sheriff's Dept. SHARP	22,000	\$164 AL
1115-5111	Colchester Police Dept.	10,000	\$164 AL
1115-5112	Colchester Police Dept. SHARP	16,000	\$164 AL
1115-5113	Dover Police Dept.	7,000	\$164 AL
1115-5114	Essex County Sheriff's Dept.	4,000	\$164 AL
1115-5115	Essex Police Dept.	6,000	\$164 AL
1115-5116	Essex Police Dept. SHARP	12,000	\$164 AL
1115-5117	Fair Haven Police Dept.	38,000	\$164 AL
1115-5118	Franklin County Sheriff's Dept.	32,000	\$164 AL
1115-5119	Grand Isle County Sheriff's Dept.	15,000	\$164 AL
1115-5120	Hardwick Police Dept.	8,000	\$164 AL
1115-5121	Hartford Police Dept.	14,000	\$164 AL
1115-5122	Hinesburg Police Dept. Tri-Town	18,000	\$164 AL
1115-5123	Killington Police Dept.	8,000	\$164 AL
1115-5124	Lamoille County Sheriff's Dept.	8,000	\$164 AL
1115-5125	Ludlow Police Dept.	10,000	\$164 AL
1115-5126	Manchester Police Dept.	10,000	\$164 AL
1115-5127	Milton Police Dept. SHARP	14,000	\$164 AL
1115-5128	Montpelier Police Dept.	10,000	\$164 AL
1115-5129	Morristown Police Dept.	12,000	\$164 AL
1115-5130	Newport Police Dept.	10,000	\$164 AL
1115-5131	Northfield Police Dept.	16,000	\$164 AL
1115-5132	Norwich Police Dept.	4,000	\$164 AL
1115-5133	Orange County Sheriff's Dept.	78,000	\$164 AL
1115-5134	Orleans County Sheriff's Dept.	12,000	\$164 AL
1115-5135	Poultney Constable	34,000	\$164 AL
1115-5136	Randolph Police Dept.	4,000	\$164 AL
1115-5137	Richmond Police Dept.	6,000	\$164 AL
1115-5139	Royalton Police Dept.	2,000	\$164 AL
1115-5140	Rutland City Police Dept.	34,000	\$164 AL
1115-5141	Rutland County Sheriff's Dept.	52,000	\$164 AL
1115-5142	Shelburne Police Dept. Tri-Town	34,000	\$164 AL
1115-5143	South Burlington Police Dept. Tri-Town	26,000	\$164 AL

Project #	Overtime enforcement conducted by local LEAs	Budget	Source
1115-5144	Springfield Police Dept.	8,000	\$164 AL
1115-5145	St. Albans Police Dept.	9,000	\$164 AL
1115-5146	St. Johnsbury Police Dept.	14,000	\$164 AL
1115-5147	Stowe Police Dept.	4,000	\$164 AL
1115-5148	Swanton Village Police Dept.	4,000	\$164 AL
1115-5149	UVM Police Services SHARP	12,000	\$164 AL
1115-5150	Vergennes Police Dept.	26,000	\$164 AL
1115-5151	Vermont Department of Liquor Control SHARP	18,000	\$164 AL
1115-5152	Vermont Department of Motor Vehicles SHARP	10,000	\$164 AL
1115-5153	Washington County Sheriff's Dept.	30,000	\$164 AL
1115-5154	Weathersfield Police Dept.	4,000	\$164 AL
1115-5155	Williston Police Dept. SHARP	14,000	\$164 AL
1115-5156	Wilmington Police Dept.	6,000	\$164 AL
1115-5157	Windham County Sheriff's Dept.	11,000	\$164 AL
1115-5158	Windsor County Sheriff's Dept.	18,000	\$164 AL
1115-5159	Windsor Police Dept.	4,000	\$164 AL
1115-5160	Winhall Police & Rescue	8,000	\$164 AL
1115-5161	Winooski Police Dept. SHARP	12,000	\$164 AL
1115-5162	Woodstock Police Dept.	4,000	\$164 AL
Total		956,000	

Project #	DUI Mobile Task Force	Budget	Source
1215-5200	Using proven data driven counter measures and our staff review of past projects, this budget has been allocated to the DUI Mobile Task Force for this federal fiscal year. Agencies with executed agreements will work with four Captains from across the state to formulate a schedule for the project. Using this schedule, program staff will determine an appropriate increase to agencies who wish to participate. Once the breakdown in funding is known, NHTSA will be notified of the projects that receive an increase.	250,000	\$164 AL

Project #	DUI Regional Task Force	Budget	Source
1415-4020	VSP Regional DUI Task Force	100,000	\$405(d)
1215-4320		120,000	\$410
		220,000	

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
1314-4015	Alcohol Program Consultant	100,000	\$405(d)

Project #	Project	Budget	Source
1415-4016	Alcohol Program Coordinator	75,000	§405(d)
		175,000	

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
1415-4025	Traffic Safety Resource Prosecutor (TSRP)	130,000	§405(d)
1415-4026	Judicial Outreach Liaison (JOL)	75,000	§405(d)
1215-4300	DUI Court Pilot - Windsor County	300,000	§410
1215-4301	DUI Court Statewide	468,600	§410
1415-4037		240,000	§405(d)
1215-4320	Contract to Streamline DUI Affidavit	100,000	§410
1415-4084	Impaired Driving Summit	30,000	§405(d)
Total		1,343,600	

Improving blood-alcohol concentration testing and reporting

Project #	Vermont Forensic Laboratory Support	Budget	Source
1215-4340	Department of Public Safety	100,000	§410
1415-4040		294,600	§405(d)
14154010		100,000	§405(d)
		494,600	

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
1215-5400	Paid Media Alcohol - Year Round Sustained	348,250	§164 AL
1415-4090		174,828	§405(d)
1215-5401	Paid Media Sports Venues	83,000	§164 AL
1215-5402	Paid Media Labor Day Weekend	100,000	§164 AL
1215-5403	Paid Media Holidays	100,000	§164 AL
1215-5404	Spring, Grad, Summer DUI	150,000	§164 AL
1415-4091	Paid Media Alcohol - Holidays	125,000	§405(d)
1415-4092	Paid Media Alcohol - Labor Day	126,000	§405(d)

Project #	Project - Subgrantee	Budget	Source
1415-4093	Paid Media Alcohol - Summer	72,000	§405(d)
1415-4094	Paid Media Alcohol - Sports Venues	81,700	§405(d)
1215-5301	SFST Training	100,000	§164 AL
1415-4017	ARIDE Training	75,000	§405(d)
1415-4030	DRE Call-out Pay	50,000	§405(d)
1415-4031	DRE training/conferences/Supplies	30,000	§405(d)
1415-4032	DRE Regional Training sponsored by VT	60,000	§405(d)
1415-4033	DRE Test Case	150,000	§405(d)
1415-4034	DRE NMS Lab Tests (NMS Only)	65,000	§405(d)
1415-4035	DRE iPads	16,000	§405(d)
1415-4036	DRE Outside Lab Tests (NON NMS)	10,000	§405(d)
1215-4315	DUI Related Equipment	150,000	§410
Total		2,066,078	

§405(f) Motorcyclist Safety

Qualification Criteria:

Criterion 1: Motorcycle Rider Training Course

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 CFRF 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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TELEPHONE: 802.828.3333 • FAX: 802.828.3339 • TDD: 802.828.3345

Registration by County for Calendar Year 2013

County	Motorcycle Registrations	Percent by County	Counties with a VREP Site
Addison	1,764	6.2%	
Bennington	1,628	5.8%	
Caledonia	1,263	4.5%	4.5%
Chittenden	6,010	21.2%	21.2%
Essex	320	1.1%	
Franklin	2,104	7.4%	7.4%
Grand Isle	382	1.4%	
Lamoille	1,161	4.1%	
Orange	1,395	4.9%	
Orleans	1,239	4.4%	
Rutland	2,912	10.3%	10.3%
Washington	2,847	10.1%	10.1%
Windham	2,517	8.9%	8.9%
Windsor	2,746	9.7%	
Total	28,288		62.4%

List is of the courses locations offered throughout Vermont:

VREP COURSES June 2013 – May 2014					
Course Type	Location	Course #	Start Date	Attendees Allowed	Attendees Scheduled
Chittenden County					
BRC	Air Guard	5	06/07/2013	12	12
BRC	Ethan Allen	6	06/07/2013	12	12
BRC	Air Guard	6	06/14/2013	12	12
BRC	Ethan Allen	7	06/14/2013	12	12
BRC	Air Guard	102	06/20/2013	12	10
BRC	Ethan Allen	8	06/21/2013	13	13
BRC	Air Guard	103	06/27/2013	12	12
BRC	Ethan Allen	9	06/28/2013	12	12
BRC	Air Guard	104	07/18/2013	4	4
BRC	Air Guard	7	07/19/2013	12	12
BRC	Ethan Allen	10	07/19/2013	13	13
BRC	Air Guard	8	07/26/2013	12	12
BRC	Ethan Allen	11	07/26/2013	12	12
BRC	Ethan Allen	12	08/02/2013	12	12
BRC	Ethan Allen	13	08/09/2013	12	12
BRC	Air Guard	9	08/16/2013	12	12
BRC	Ethan Allen	14	08/16/2013	12	12
BRC	Air Guard	105	08/22/2013	11	11
BRC	Air Guard	10	08/23/2013	12	11
BRC	Ethan Allen	15	09/06/2013	12	12
BRC	Air Guard	11	09/13/2013	12	12
BRC	Ethan Allen	16	09/13/2013	12	12

VREP COURSES June 2013 – May 2014					
Course Type	Location	Course #	Start Date	Attendees Allowed	Attendees Scheduled
BRC	Ethan Allen	17	09/20/2013	12	10
BRC	Ethan Allen	18	09/27/2013	12	7
BRC	Ethan Allen	19	10/04/2013	12	7
BRC	Air Guard	1	04/25/2014	12	12
BRC	Ethan Allen	1	04/25/2014	12	12
BRC	Ethan Allen	2	05/02/2014	12	12
BRC	Air Guard	2	05/09/2014	12	12
BRC	Ethan Allen	3	05/09/2014	12	12
BRC	Air Guard	3	05/16/2014	12	12
BRC	Air Guard	4	05/23/2014	12	12
BRC	Ethan Allen	4	05/23/2014	12	12
BRC	Air Guard	5	05/30/2014	12	12
BRC	Ethan Allen	5	05/30/2014	12	12
ERCLW	Ethan Allen	1	06/01/2013	12	12
ERCLW	Ethan Allen	2	07/14/2013	12	12
ERCLW	Ethan Allen	3	08/24/2013	12	12
ERCLW	Ethan Allen	2	05/18/2014	12	12
ERCPL	Ethan Allen	1	05/17/2014	12	6
IRC	Ethan Allen	1	06/02/2013	12	7
			Totals	485	459
Washington County					
BRC	Berlin	6	06/07/2013	11	11
BRC	Berlin	7	06/14/2013	11	11
BRC	Berlin	8	06/21/2013	11	11
BRC	Berlin	9	06/28/2013	11	11
BRC	Berlin	10	07/12/2013	11	10
BRC	Berlin	11	07/19/2013	11	11
BRC	Berlin	12	08/02/2013	11	11
BRC	Berlin	13	08/09/2013	11	11
BRC	Berlin	14	08/16/2013	11	6
BRC	Berlin	17	09/13/2013	11	9
BRC	Berlin	19	09/27/2013	11	6
BRC	Berlin	20	10/04/2013	11	9
BRC	Berlin	1	04/25/2014	11	11
BRC	Berlin	2	05/02/2014	11	11
BRC	Berlin	3	05/09/2014	11	11
BRC	Berlin	4	05/16/2014	11	11
BRC	Berlin	5	05/23/2014	11	11
BRC	Berlin	6	05/30/2014	11	11
ERCLW	Berlin	3	07/27/2013	11	6
			Totals	209	189
Windham County					
BRC	Dummerston	7	06/07/2013	8	7
BRC	Dummerston	8	06/14/2013	8	6
BRC	Dummerston	10	06/28/2013	9	9

VREP COURSES June 2013 – May 2014					
Course Type	Location	Course #	Start Date	Attendees Allowed	Attendees Scheduled
BRC	Dummerston	11	07/12/2013	8	8
BRC	Dummerston	12	07/19/2013	8	8
BRC	Dummerston	14	08/09/2013	8	5
BRC	Dummerston	15	09/06/2013	8	6
BRC	Dummerston	16	09/13/2013	8	8
BRC	Dummerston	17	09/27/2013	8	8
BRC	Dummerston	1	04/25/2014	8	8
BRC	Dummerston	2	05/02/2014	8	8
BRC	Dummerston	3	05/09/2014	8	8
BRC	Dummerston	4	05/16/2014	8	7
BRC	Dummerston	5	05/23/2014	8	7
BRC	Dummerston	6	05/30/2014	8	2
IRC	Dummerston	1	08/24/2013	8	6
			Totals	129	111
Franklin County					
BRC	Highgate	7	06/07/2013	12	12
BRC	Highgate	8	06/14/2013	12	12
BRC	Highgate	9	06/21/2013	12	12
BRC	Highgate	10	07/12/2013	12	12
BRC	Highgate	11	07/19/2013	12	12
BRC	Highgate	12	07/26/2013	12	9
BRC	Highgate	14	08/16/2013	12	9
BRC	Highgate	18	09/20/2013	12	6
BRC	Highgate	19	09/27/2013	12	4
BRC	Highgate	1	05/02/2014	12	12
BRC	Highgate	2	05/09/2014	13	13
BRC	Highgate	3	05/16/2014	12	11
BRC	Highgate	4	05/23/2014	12	12
BRC	Highgate	5	05/30/2014	12	11
			Totals	169	147
Rutland County					
BRC	Rutland	7	06/14/2013	12	12
BRC	Pittsford	6	06/21/2013	12	12
BRC	Rutland	8	06/21/2013	12	12
BRC	Pittsford	7	07/12/2013	12	5
BRC	Rutland	9	07/12/2013	12	12
BRC	Rutland	10	07/19/2013	12	12
BRC	Pittsford	9	07/24/2013	12	9
BRC	Rutland	11	07/26/2013	12	11
BRC	Pittsford	10	08/02/2013	12	5
BRC	Rutland	14	08/16/2013	12	11
BRC	Rutland	16	09/06/2013	12	9
BRC	Pittsford	14	09/13/2013	12	9
BRC	Rutland	1	04/25/2014	13	13
BRC	Pittsford	1	05/02/2014	12	12

VREP COURSES June 2013 – May 2014					
Course Type	Location	Course #	Start Date	Attendees Allowed	Attendees Scheduled
BRC	Rutland	2	05/02/2014	12	11
BRC	Pittsford	2	05/05/2014	12	10
BRC	Rutland	3	05/09/2014	12	12
BRC	Pittsford	3	05/16/2014	12	12
BRC	Rutland	4	05/16/2014	12	12
BRC	Rutland	5	05/23/2014	12	11
BRC	Rutland	6	05/30/2014	12	12
ERCLW	Pittsford	1	06/08/2013	12	9
ERCLW	Pittsford	3	08/11/2013	12	3
ERCLW	Pittsford	1	05/10/2014	12	12
ERCPL	Pittsford	2	06/09/2013	12	9
ERCPL	Pittsford	2	05/11/2014	12	8
IRC	Rutland	1	06/29/2013	12	10
IRC	Pittsford	1	08/10/2013	12	4
RCP	Pittsford	1	06/15/2013	8	8
			Totals	345	287
Caledonia County					
BRC	SJ	5	06/14/2013	12	12
BRC	SJ	6	06/21/2013	12	12
BRC	SJ	7	06/28/2013	12	12
BRC	SJ	8	07/12/2013	12	11
BRC	SJ	9	07/19/2013	12	12
BRC	SJ	10	08/02/2013	12	8
BRC	SJ	11	08/16/2013	12	11
BRC	SJ	12	08/23/2013	12	12
BRC	SJ	16	09/27/2013	12	7
BRC	SJ	1	05/02/2014	12	12
BRC	SJ	2	05/16/2014	12	12
BRC	SJ	3	05/23/2014	12	12
			Totals	144	133

Summary by County

County	Attendees Allowed	Attendees Scheduled
Chittenden	485	459
Caledonia	144	133
Franklin	169	147
Rutland	345	287
Washington	209	189
Windham	129	111
Total	1,481	1,326

Course information listed above is estimated for courses with a starting date of 5/16/2014 and later. Estimate is based on information available on 5/19/2014.

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 – 6/1/2014					
MSF ID#	First Name	Last Name	Status	Expiration	Ranking
158880	Michael	Ambrisco	Active	6/24/2014	RiderCoach
160897	Michelle	Ambrisco	Active	6/23/2015	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	10/5/2015	RiderCoach
158881	Clay	Britch	Active	6/24/2016	RiderCoach
133287	Eric	Britton	Active	5/21/2016	RiderCoach
20339	Catherine	Broderick	Active	5/18/2015	RiderCoach
158882	Gabriel	Cole	Active	6/24/2014	RiderCoach
138724	Scott	Crandall	Active	6/20/2016	RiderCoach
158883	Joel	Davidson	Active	6/24/2016	RiderCoach
158884	David	Defelice	Active	6/24/2016	RiderCoach
116034	David	Degrasse	Active	10/5/2015	RiderCoach
138725	Ryan	Dudley	Active	6/20/2016	RiderCoach
110515	Joy	Ellis	Active	7/20/2015	RiderCoach
116030	David	Evans	Active	10/5/2015	RiderCoach
116031	Justin	Falkenberg	Active	10/5/2015	RiderCoach
157599	John	Fitzgerald	Active	8/12/2015	RiderCoach
124609	Gary	Gilbert	Active	6/23/2015	RiderCoach
118449	Loretta	Grant	Active	5/23/2016	RiderCoach
118450	Lawrence	Grant	Active	5/23/2016	RiderCoach
20343	Paul	Graves	Active	2/4/2015	RiderCoach Trainer
160898	Nicholas	Hathaway	Active	6/23/2015	RiderCoach
106465	Carol Anne	Hickok	Active	7/20/2015	RiderCoach
133289	Christopher	Hill	Active	5/21/2016	RiderCoach
158885	Brian	Houghton	Active	6/24/2016	RiderCoach
158886	Christian	Jaquith	Active	6/24/2016	RiderCoach
121215	William	Jenks	Active	5/22/2015	RiderCoach
158879	Paul	Kearney	Active	6/24/2014	RiderCoach
116032	June	Kelly	Active	10/5/2015	RiderCoach
28729	Mark	Ladue	Active	8/6/2015	RiderCoach
160899	Phillipe	Laperle	Active	6/23/2015	RiderCoach
136762	Michael	Laspia	Active	6/28/2015	RiderCoach
124611	Bruce	Lierman	Active	5/21/2016	RiderCoach
130262	Robert	Martin	Active	5/20/2015	RiderCoach
138729	Patrick	Mcdonnell	Active	6/20/2014	RiderCoach
118443	Patrick	Mcmanamon	Active	5/23/2016	RiderCoach
26824	David	Mickey	Active	7/20/2015	RiderCoach
26825	Judy	Mirro	Active	7/20/2015	RiderCoach

Vermont RiderCoach and RiderCoach Trainer List – 6/1/2014					
124612	William	Mitchell	Active	5/21/2016	RiderCoach
160901	Richard	Redmond	Active	6/23/2015	RiderCoach
136764	George	Rice	Active	6/28/2015	RiderCoach
158878	Nick	Rock	Active	6/24/2014	RiderCoach
138726	Dale	Rowell	Active	6/20/2016	RiderCoach
138727	Gary	Savard	Active	6/20/2016	RiderCoach
110514	Tim	Stafford	Active	8/6/2015	RiderCoach
28730	Jay	Whitney	Active	5/18/2015	RiderCoach

This list is comprised of 49 certified individuals.

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
 - 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 T-CLOCS procedure as an inspection guide. A copy of the procedure can be found on the MSF website (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 2: Motorcyclist Awareness Program

Vermont is not applying under this criterion.

Criterion 3: Reduction of fatalities and Crashes Involving Motorcycles

Vermont does not meet this criterion.

Criterion 4: 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
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	373	245	33	650

Ranked Impaired 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

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
GOAL 2014		7.7

Unbelted Fatalities: 2013

Collision Type	Number of Crashes
Head On	3
Opposite Direction Sideswipe	1
Single Vehicle Crash	11
Other	1
Total Crashes	16

Vehicle Type	Number of Vehicles
Passenger Car	12
Pickup Truck	2
Large Truck	2
Total Vehicles	16

Contributing Circumstances - Primary	Number of Drivers
Disregarded traffic signs, signals, markings	1
Driving too fast for conditions	4
Failure to keep in proper lane	7
Fatigued, asleep	1
Under the influence of medication/drugs/ drugs/alcohol	3
Grand Total	16

Day of Week	Unbelted Fatalities
Sunday	7
Monday	2
Tuesday	1
Wednesday	3
Thursday	5
Saturday	4
Total Fatalities	22

Time of Day	Unbelted Fatalities
2:00am - 5:59am	3
10:00am - 1:59pm	1
2:00pm - 5:59pm	6
6:00pm - 9:59pm	9
10:00pm - 1:59am	2
Total Fatalities	21

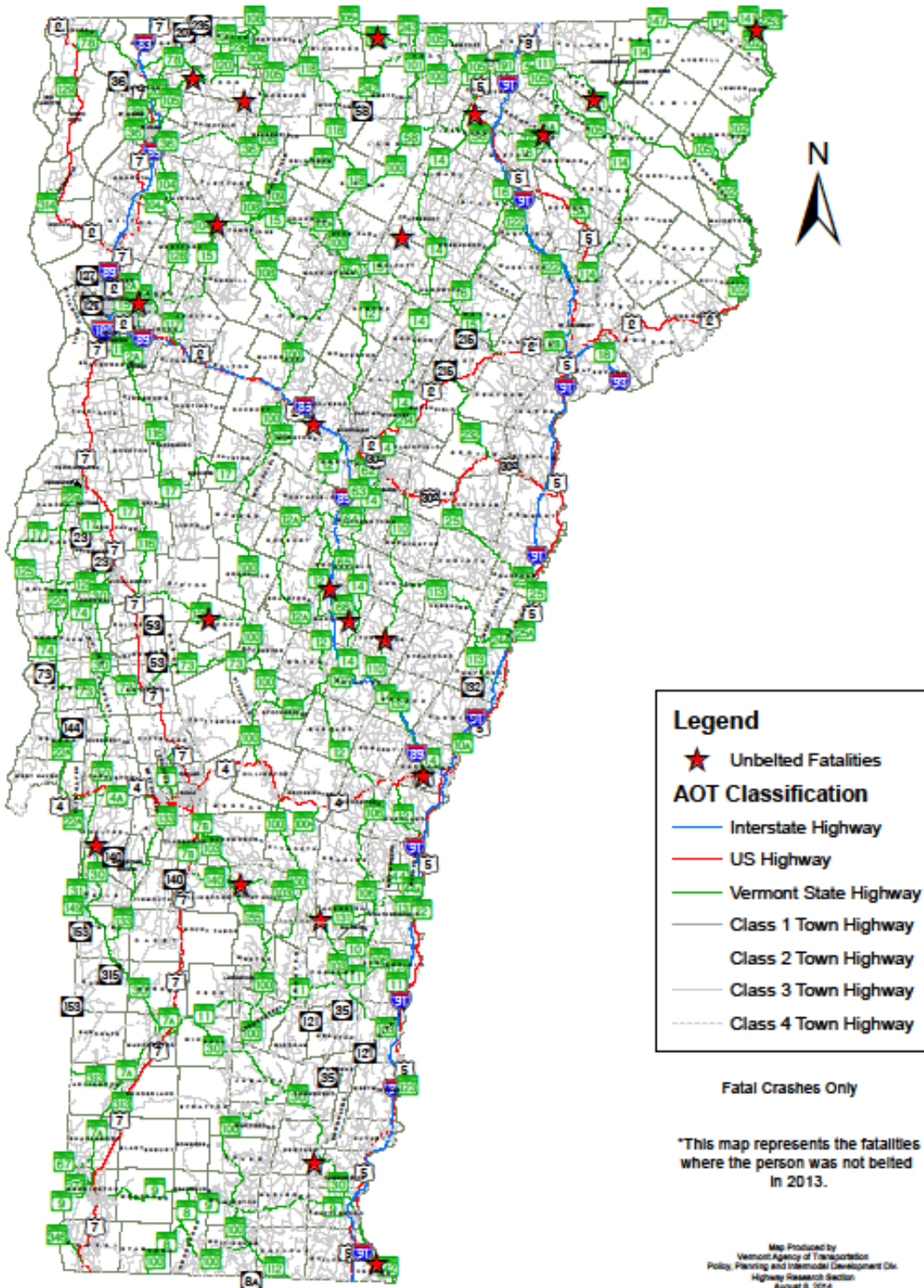
Motorcycle Fatalities: 2013

Day of Week	Number of Crashes
Sunday	2
Friday	3
Saturday	1
Total Crashes	6

Time of Day	Number of Crashes
10:00am - 1:59pm	1
2:00pm - 5:59pm	3
6:00pm - 9:59pm	2
Total Crashes	6

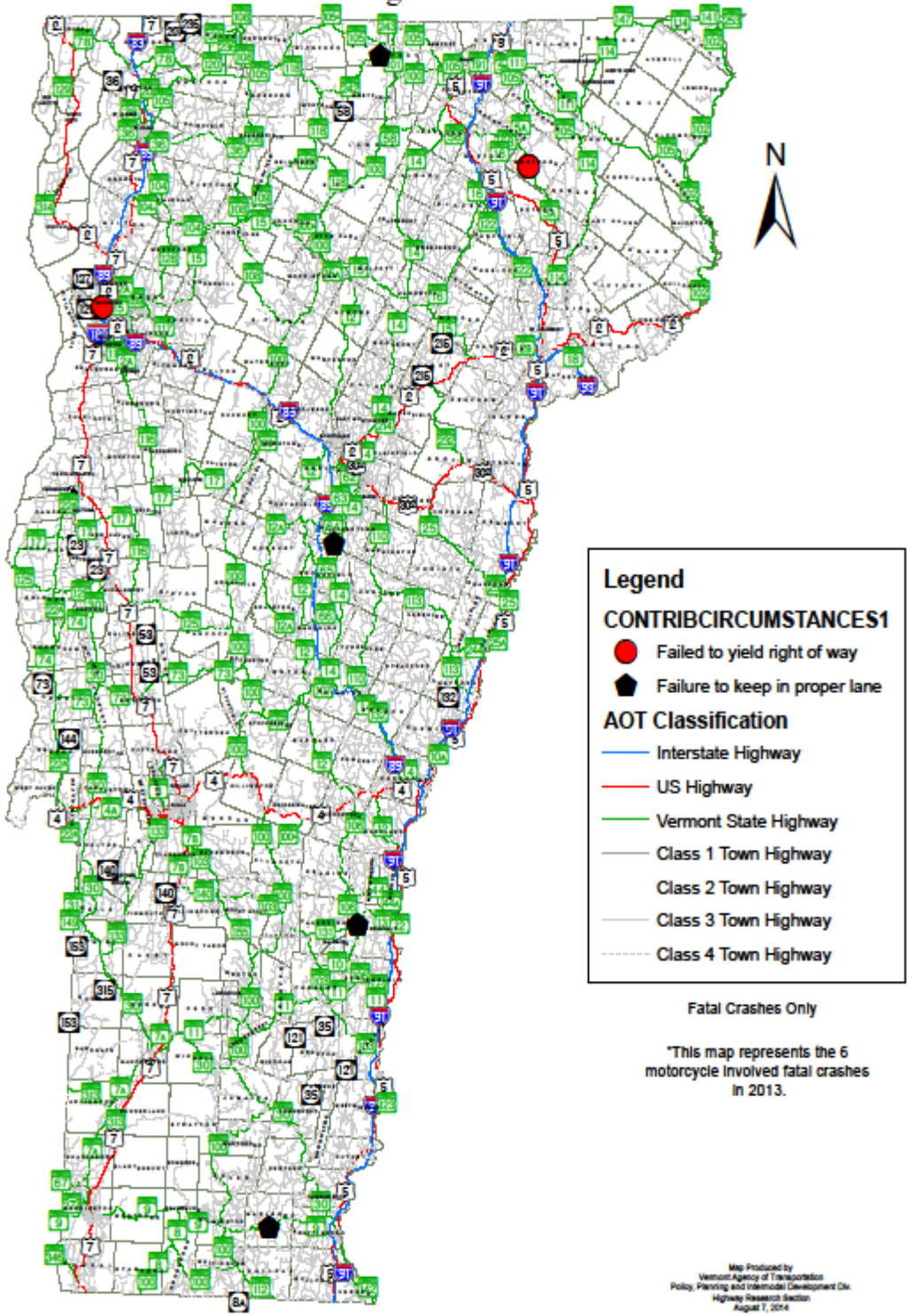
Contributing Circumstances - Primary	Number of Drivers
Exceeded authorized speed limit	1
Failure to keep in proper lane	4
No improper driving	1
Grand Total	6

Unbelted Fatalities Crash Map - 2013



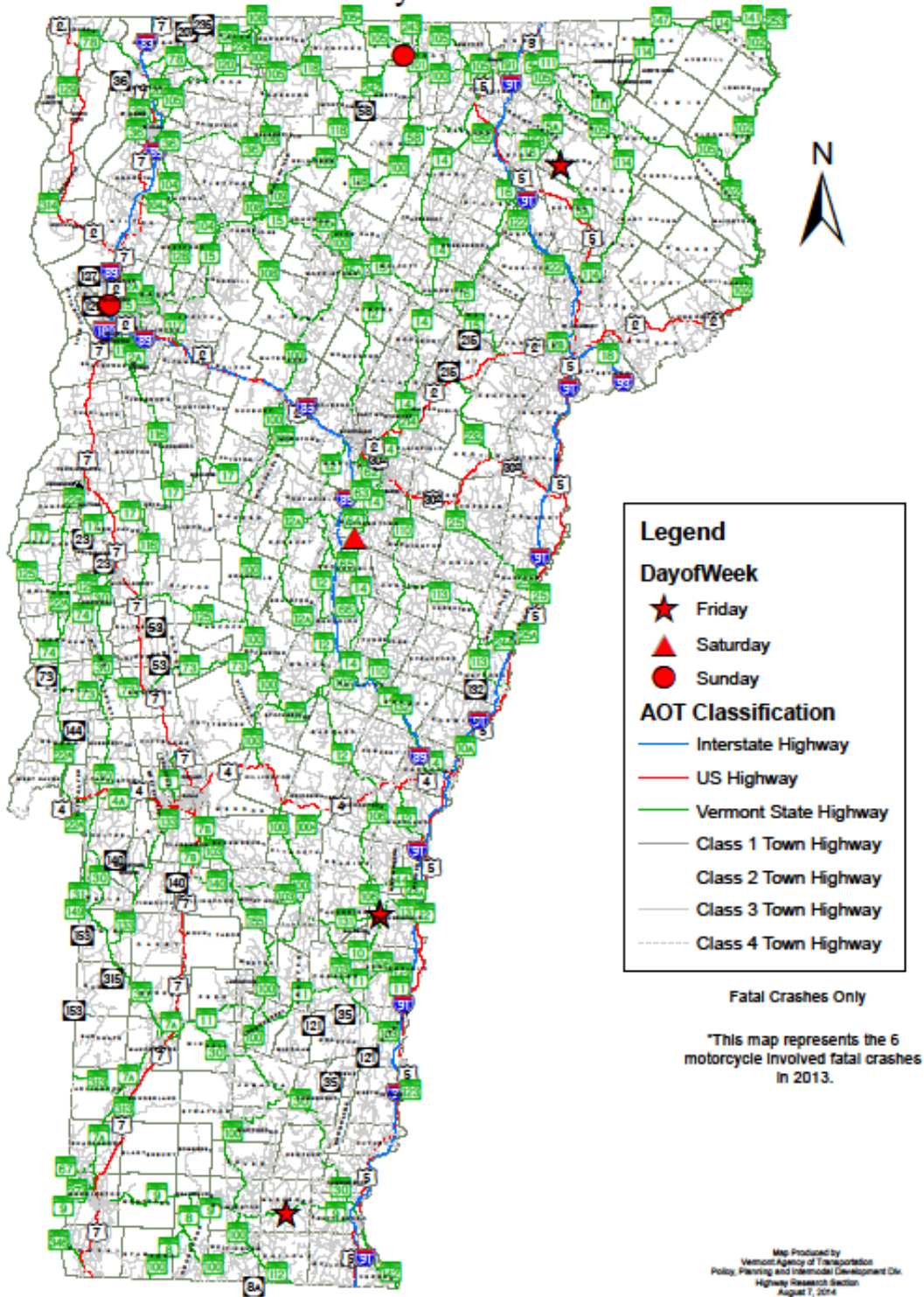
Motorcycle Fatal Crash Map - 2013

Contributing Circumstances



Motorcycle Fatal Crash Map - 2013

Day of Week



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. One of GHSP's Law Enforcement Liaisons 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 LE 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 supported and facilitated 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 conducted 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. Orange County Sheriff's Department 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 2014

County	Grants Total
Vermont State Police (All Counties)	359,800
Chittenden	101,600
Bennington	73,000
Rutland	64,000
Orange	39,000
Washington	38,000
Franklin	27,500
Windsor	23,000
Caledonia	15,000
Windham	14,800
Addison	14,500
Grand Isle	9,000
Lamoille	9,000
Orleans	8,000
Essex	2,000
Total	798,200

Criterion 5: Reduction of Fatalities and accidents involving impaired motorcyclists

Vermont is not applying under this criterion.

Criterion 6: Use of fees collected from motorcyclists for motorcycle programs

Vermont is not applying under this criterion.

Project #	State Motorcycle Rider Education Program	Budget	Source
1415-6000	Vermont Department of Motor Vehicles	70,000	\$405(f)

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 FFY 2015

HS-217

Federally Funded Programs

Program Area	Approved Program	Match	Current Year Funds	Carry Forward	Current Balance	Federal Share To Local
§402						
PA – Planning and Administration	199,500	199,500	90,962	108,538	199,500	-
OP – Occupant Protection	1,465,000	366,250	641,250	823,750	1,465,000	-
PT – Police Traffic Services Projects	1,046,500	261,625	567,000	479,500	1,046,500	559,000
TR – Traffic Records Projects	185,625	46,406	79,500	106,125	185,625	-
SA – Safe Communities	310,500	77,625	222,400	88,100	310,500	223,500
PM – Paid Advertising	252,275	63,069	15,000	237,275	252,275	-
2014 §402 Total	3,459,400				3,459,400	

SAFETEA-LU

§406 (K4PT) – Police Traffic Services Projects	60,000	-	-	60,000	60,000	-
§408 (K9) – Data Program Incentive Projects	709,900	177,475	-	709,900	709,900	-
§410 (K8) – Alcohol SAFETEA-LU Projects	1,238,600		-		1,238,600	-
§2011 (K3) – Child Seat Incentive Projects	55,000	55,000	-	55,000	55,000	-
§164 PA – Planning and Administration	10,250	-	-	10,250	10,250	-
§164 AL – Alcohol Projects	2,209,250	-	-		2,209,250	-
§164 HE - Hazard Elimination Projects	500,000			500,000	500,000	-
2014 SAFETEA-LU Total	4,783,000		-		4,783,000	

§405 - MAP-21

§405(b) – Occupant Protection Low	936,400	234,100	518,200	418,200	936,400	-
§405(c) – Data Program	1,209,800	302,450	411,000	798,800	1,209,800	-
§405(d) – Impaired Driving Low	2,379,828	594,957			2,379,828	92,000
§405(f) – Motorcycle Training	70,000	17,500	34,800	35,200	70,000	-
2014 §405 Total	4,596,028				4,596,028	92,000
NHTSA TOTALS						

State Official Authorized Signature:

SIGNATURE:

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

DATE:

6/26/14

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN

State: **VERMONT**

PA - PROGRAM ADMINISTRATION PROJECTS

Federally Funded Programs

	Projects	Planned Project Costs	Match	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
1415-0000	GHSP Chief						-
1415-0001	Administrative Assistant				-		-
1415-0004	Operating Expenses						-
1415-0005	GHSA Dues				-		-
	\$402 PA - TOTAL						-

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN

State: **VERMONT**

OP - OCCUPANT PROTECTION

Federally Funded Programs							
	Projects	Planned Project Costs	Match	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
	OP Enforcement						
1415-1000	Barre City Police	4,000					4,000
1415-1001	Barre Town Police Dept.	4,000					4,000
1415-1002	Bennington Police Dept.	36,000					36,000
1415-1003	Berlin Police Dept.	10,000					10,000
1415-1004	Brandon Police Dept.	6,000					6,000
1415-1005	Brattleboro Police Dept.	10,000					10,000
1415-1006	Bristol Police Dept.	2,000					2,000
1415-1007	Burlington Police Dept. SHARP	10,000					10,000
1415-1008	Caledonia County Sheriff's	10,000					10,000
1415-1009	Castleton Police Dept.	6,000					6,000
1415-1010	Chittenden County Sheriff's	12,000					12,000
1415-1011	Colchester Police Dept. SHARP	10,000					10,000
1415-1012	Colchester Police Dept.	8,000					8,000
1415-1013	Essex County Sheriff's Dept.	6,000					6,000
1415-1014	Essex Police Dept. SHARP	6,000					6,000
1415-1015	Essex Police Dept.	8,000					8,000
1415-1016	Fair Haven Police Dept.	16,000					16,000
1415-1017	Franklin County Sheriff's Dept.	8,000					8,000
1415-1018	Grand Isle County Sheriff's	16,000					16,000
1415-1019	Hardwick Police Dept.	8,000					8,000
1415-1020	Hartford Police Dept.	2,000					2,000
1415-1021	Hinesburg Police Dept. Tri-	12,000					12,000
1415-1022	Killington Police Dept.	2,000					2,000
1415-1023	Lamoille County Sheriff's Dept.	6,000					6,000
1415-1024	Manchester Police Dept.	4,000					4,000
1415-1025	Milton Police Dept. SHARP	8,000					8,000
1415-1026	Montpelier Police Dept.	8,000					8,000
1415-1027	Morristown Police Dept.	6,000					6,000
1415-1028	Newport Police Dept.	8,000					8,000
1415-1029	Northfield Police Dept.	6,000					6,000
1415-1030	Orange County Sheriff's Dept.	30,000					30,000
1415-1031	Orleans County Sheriff's Dept.	28,000					28,000
1415-1032	Poultney Constable	5,000					5,000
1415-1033	Richmond Police Dept.	8,000					8,000
1415-1035	Royalton Police Dept.	2,000					2,000
1415-1036	Rutland City Police Dept.	74,000					74,000
1415-1037	Rutland County Sheriff's Dept.	40,000					40,000
1415-1038	Shelburne Police Dept. Tri-	20,000					20,000
1415-1039	South Burlington Police Dept.	12,000					12,000
1415-1040	Springfield Police Dept.	6,000					6,000
1415-1041	St. Albans Police Dept.	5,000					5,000
1415-1042	St. Johnsbury Police Dept.	8,000					8,000
1415-1043	Stowe Police Dept.	2,000					2,000
1415-1044	UVM Police Services SHARP	8,000					
1415-1045	Vergennes Police Dept.	18,600					18,600
1415-1046	Vermont Department of	10,000					
1415-1047	Vermont Department of	8,000					
1415-1048	Vermont Department of	10,000					
1415-1049	Vermont State Police, Traffic	292,500					-
1415-1050	Washington County Sheriff's	16,000					16,000

1415-1051	Weathersfield Police Dept.	4,000					4,000
1415-1052	Williston Police Dept. SHARP	8,000					8,000
1415-1053	Wilmington Police Dept.	8,400					8,400
1415-1054	Windham County Sheriff's	18,000					18,000
1415-1055	Windsor County Sheriff's	16,000					16,000
1415-1056	Winhall Police & Rescue	9,000					9,000
1415-1057	Winooski Police Dept. SHARP	8,000					8,000
1415-1070	CIOT Task Force	357,500					307,500
1415-1100	Nighttime Belt Enforcement	175,000					145,000
	\$402 OP - TOTAL	1,465,000					1,056,500

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT				PT - POLICE TRAFFIC SERVICES PROJECTS			
Federally Funded Programs							
	Projects	Planned Project Costs	Match	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
	Equipment Incentives						
1415-2000	Equipment Incentives Various Projects	405,000	101,250	5,000	400,000	405,000	325,000
1415-1200	Distracted Driving Task Force	250,000	62,500	250,000		250,000	200,000
1415-2100	Crash Reconstruction Support	20,000	5,000	20,000	-	20,000	-
1415-2101	VLEC	24,000	6,000	12,000	12,000	24,000	24,000
1415-2102	Law Enforcement Training Programs	10,000	2,500	10,000	-	10,000	10,000
1415-2120	LEL 1	56,250	14,063	45,000	11,250	56,250	-
1415-2121	LEL 2	56,250	14,063	45,000	11,250	56,250	-
1415-2200	HS Program Coordinator	93,750	23,438	75,000	18,750	93,750	-
1415-2201	HS Program Coordinator	106,250	26,563	85,000	21,250	106,250	-
1415-2202	HS Program Assistant	25,000	6,250	20,000	5,000	25,000	-
	402 PT - TOTAL	1,046,500	261,625	567,000	479,500	1,046,500	559,000

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT				TR - TRAFFIC RECORDS PROJECTS			
Federally Funded Programs							
	Projects	Planned Project Costs	Match	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
1415-2300	TRCC Program Coordinator	45,000	11,250	36,000	9,000	45,000	-
1415-2301	Data Analyst	92,500	23,125	37,000	55,500	92,500	-
1415-2310	Attitude Survey	8,125	2,031	6,500	1,625	8,125	-
1415-2312	CPS Program Assessment	40,000	10,000		40,000	40,000	-
	402 TR - TOTAL	185,625	46,406	79,500	106,125	185,625	-

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT				SA - SAFE COMMUNITIES			
Federally Funded Programs							
	Projects	Planned Project Costs	Match	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
1415-2400	CP - Program Coordinator	45,000	11,250	36,000	9,000	45,000	-
1415-2410	Essex County Sheriff's Dept.	3,000	750	3,900	(900)	3,000	3,000
1415-2411	Northfield Police Dept.	4,500	1,125	45,000	(40,500)	4,500	4,500
1415-2412	Orange County Sheriff's Dept.	5,000	1,250	7,000	(2,000)	5,000	5,000
1415-2413	Local Motion	50,000	12,500	5,000	45,000	50,000	50,000
1415-2414	Teen Driver Education Summit	6,000	1,500	10,000	(4,000)	6,000	6,000
1415-2415	*VSP Community Education	10,000	2,500	7,000	3,000	10,000	-
1415-2416	Workplace Traffic Safety	95,000	23,750	47,500	47,500	95,000	95,000
1415-2417	Youth Safety Council	60,000	15,000	45,000	15,000	60,000	60,000
1415-2420	Lifesaver Awards	16,000	4,000	8,000	8,000	16,000	-
1415-2421	GHSP Partners Training	16,000	4,000	8,000	8,000	16,000	-
	\$402 SA - TOTAL	310,500	77,625	222,400	88,100	310,500	223,500

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT				PM - PAID MEDIA			
Federally Funded Programs							
	Projects	Planned Project Costs	Match	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
1415-2500	*CIOT Thanksgiving (includes 25% indirect)	61,033	15,258		61,033	61,033	-
1415-2501	*CIOT May Mobilization (includes 25% indirect)	96,242	24,061		96,242	96,242	-
1415-2502	*CIOT Nighttime Belts (includes 25% indirect)	80,000	20,000		80,000	80,000	-
1415-2510	*PI&E (includes 25% indirect)	15,000	3,750	15,000	-	15,000	-
	\$402 PM - TOTAL	252,275	63,069	15,000	237,275	252,275	-

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT				\$406 - BELT USE INCENTIVE PROJECTS			
Federally Funded Programs							
	Projects	Planned Project Costs	Match	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
0915-3500	Program Support Materials	60,000	-	-	60,000	60,000	-
	\$406 - TOTAL	60,000	-	-	60,000	60,000	-

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT				§408 - DATA PROGRAM INCENTIVE PROJECTS			
Federally Funded Programs							
	Projects	Planned Project Costs	Match	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
1215-3710	DPS E-Citation Implementation	709,900	177,475	-	709,900	709,900	-
	§408 - TOTAL	709,900	177,475	-	709,900	709,900	-

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT				§410 - ALCOHOL TRAFFIC SAFETY PROJECTS			
Federally Funded Programs							
	Projects	Planned Project Costs	Match	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
1215-4300	DUI Court Pilot - Windsor County	300,000	900,000		300,000	300,000	-
1215-4301	DUI Court Statewide	468,600	1,405,800		468,600	468,600	-
1215-4310	Contract to Streamline DUI Affidavit	100,000	300,000		100,000	100,000	-
1215-4315	DUI Related Equipment	150,000	450,000		150,000	150,000	-
1215-4320	VSP Regional DUI Task Force	120,000	360,000		120,000	120,000	-
1215-4340	Forensic Laboratory Support Program	100,000	300,000		100,000	100,000	-
	§410 - TOTAL	1,238,600	3,715,800	-	1,238,600	1,238,600	-

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT				§2011 - CHILD SEAT PROJECTS			
Federally Funded Programs							
	Projects	Planned Project Costs	Match	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
1215-6500	CPS Statewide Program	55,000	55,000		55,000	55,000	-
	§2011 - TOTAL	55,000	55,000	-	55,000	55,000	-

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN

State: VERMONT

\$164 - ALCOHOL TRANSFER FUNDS PROJECTS

		Federally Funded Programs					
Projects	Planned Project Costs	Match	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local	
P & A		-	-	-	-	-	
1115-5002	Operating Costs	10,250	n/a		10,250	10,250	-
Total \$164 PA		10,250	-	-	10,250	10,250	
AL							
Enforcement Grants to Locals							
1115-5100	Barre City Police Dept.	6,000	n/a		6,000	6,000	6,000
1115-5101	Barre Town Police Dept.	6,000	n/a		6,000	6,000	6,000
1115-5102	Bennington Police Dept.	54,000	n/a		54,000	54,000	54,000
1115-5103	Berlin Police Dept.	16,000	n/a		16,000	16,000	16,000
1115-5104	Brandon Police Dept.	8,000	n/a		8,000	8,000	8,000
1115-5105	Brattleboro Police Dept.	16,000	n/a		16,000	16,000	16,000
1115-5106	Bristol Police Dept.	2,000	n/a		2,000	2,000	2,000
1115-5107	Burlington Police Dept. SHARP	14,000	n/a		14,000	14,000	14,000
1115-5108	Caledonia County Sheriff's Dept.	10,000	n/a		10,000	10,000	10,000
1115-5109	Castleton Police Dept.	22,000	n/a		22,000	22,000	22,000
1115-5110	Chittenden County Sheriff's Dept. SHARP	22,000	n/a		22,000	22,000	22,000
1115-5111	Colchester Police Dept.	10,000	n/a		10,000	10,000	10,000
1115-5112	Colchester Police Dept. SHARP	16,000	n/a		16,000	16,000	16,000
1115-5113	Dover Police Dept.	7,000	n/a		7,000	7,000	7,000
1115-5114	Essex County Sheriff's Dept.	4,000	n/a		4,000	4,000	4,000
1115-5115	Essex Police Dept.	6,000	n/a		6,000	6,000	6,000
1115-5116	Essex Police Dept. SHARP	12,000	n/a		12,000	12,000	12,000
1115-5117	Fair Haven Police Dept.	38,000	n/a		38,000	38,000	38,000
1115-5118	Franklin County Sheriff's Dept.	32,000	n/a		32,000	32,000	32,000
1115-5119	Grand Isle County Sheriff's Dept.	15,000	n/a		15,000	15,000	15,000
1115-5120	Hardwick Police Dept.	8,000	n/a		8,000	8,000	8,000
1115-5121	Hartford Police Dept.	14,000	n/a		14,000	14,000	14,000
1115-5122	Hinesburg Police Dept. Tri-Town	18,000	n/a		18,000	18,000	18,000
1115-5123	Killington Police Dept.	8,000	n/a		8,000	8,000	8,000
1115-5124	Lamoille County Sheriff's Dept.	8,000	n/a		8,000	8,000	8,000
1115-5125	Ludlow Police Dept.	10,000	n/a		10,000	10,000	10,000
1115-5126	Manchester Police Dept.	10,000	n/a		10,000	10,000	10,000
1115-5127	Milton Police Dept. SHARP	14,000	n/a		14,000	14,000	14,000
1115-5128	Montpelier Police Dept.	10,000	n/a		10,000	10,000	10,000
1115-5129	Morristown Police Dept.	12,000	n/a		12,000	12,000	12,000
1115-5130	Newport Police Dept.	10,000	n/a		10,000	10,000	10,000
1115-5131	Northfield Police Dept.	16,000	n/a		16,000	16,000	16,000
1115-5132	Norwich Police Dept.	4,000	n/a		4,000	4,000	4,000
1115-5133	Orange County Sheriff's Dept.	78,000	n/a		78,000	78,000	78,000
1115-5134	Orleans County Sheriff's Dept.	12,000	n/a		12,000	12,000	12,000
1115-5135	Poultney Constable	34,000	n/a		34,000	34,000	34,000
1115-5136	Randolph Police Dept.	4,000	n/a		4,000	4,000	4,000
1115-5137	Richmond Police Dept.	6,000	n/a		6,000	6,000	6,000
1115-5139	Royalton Police Dept.	2,000	n/a		2,000	2,000	2,000
1115-5140	Rutland City Police Dept.	34,000	n/a		34,000	34,000	34,000
1115-5141	Rutland County Sheriff's Dept.	52,000	n/a		52,000	52,000	52,000

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN

State: VERMONT

§164 - ALCOHOL TRANSFER FUNDS PROJECTS

		Federally Funded Programs					
Projects	Planned Project Costs	Match	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local	
AL							
Enforcement Grants to Locals							
1115-5142	Shelburne Police Dept. Tri-Town	34,000	n/a	34,000	34,000	34,000	
1115-5143	South Burlington Police Dept. Tri-Town	26,000	n/a	26,000	26,000	26,000	
1115-5144	Springfield Police Dept.	8,000	n/a	8,000	8,000	8,000	
1115-5145	St. Albans Police Dept.	9,000	n/a	9,000	9,000	9,000	
1115-5146	St. Johnsbury Police Dept.	14,000	n/a	14,000	14,000	14,000	
1115-5147	Stowe Police Dept.	4,000	n/a	4,000	4,000	4,000	
1115-5148	Swanton Village Police Dept.	4,000	n/a	4,000	4,000	4,000	
1115-5149	UVM Police Services SHARP	12,000	n/a	12,000	12,000		
1115-5150	Vergennes Police Dept.	26,000	n/a	26,000	26,000	26,000	
1115-5151	Vermont Department of Liquor Control SHARP	18,000	n/a	18,000	18,000		
1115-5152	Vermont Department of Motor Vehicles SHARP	10,000	n/a	10,000	10,000		
1115-5153	Washington County Sheriff's Dept.	30,000	n/a	30,000	30,000	30,000	
1115-5154	Weathersfield Police Dept.	4,000	n/a	4,000	4,000	4,000	
1115-5155	Williston Police Dept. SHARP	14,000	n/a	14,000	14,000	14,000	
1115-5156	Wilmington Police Dept.	6,000	n/a	6,000	6,000	6,000	
1115-5157	Windham County Sheriff's Dept.	11,000	n/a	11,000	11,000	11,000	
1115-5158	Windsor County Sheriff's Dept.	18,000	n/a	18,000	18,000	18,000	
1115-5159	Windsor Police Dept.	4,000	n/a	4,000	4,000	4,000	
1115-5160	Winhall Police & Rescue	8,000	n/a	8,000	8,000	8,000	
1115-5161	Winooski Police Dept. SHARP	12,000	n/a	12,000	12,000	12,000	
1115-5162	Woodstock Police Dept.	4,000	n/a	4,000	4,000	4,000	
1215-5200	DUI Task Force	250,000	n/a	250,000	250,000	240,000	
1215-5300	DUI Information Integration	122,000	n/a	122,000	122,000	-	
1215-5301	SFST Updates	100,000	n/a	100,000	100,000	100,000	
1215-5400	Paid Media	348,250	n/a	348,250	348,250	-	
1215-5401	Paid Media Sports Venues	83,000	n/a	83,000	83,000	-	
1215-5402	Paid Media Labor Day Weekend	100,000	n/a	100,000	100,000	-	
1215-5403	Paid Media Holidays	100,000	n/a	100,000	100,000	-	
1215-5404	Spring, Grad, Summer DUI	150,000	n/a	150,000	150,000	-	
	§164 AL- TOTAL	2,209,250	-	-	2,209,250	1,256,000	

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN

State: VERMONT

§164 HE - Hazard Elimination Projects

		Federally Funded Programs					
Projects	Planned Project Costs	Match	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local	
1215-5500	AOT Hazard Elimination Projects	500,000	-	500,000	500,000	-	
	§164 HE - TOTAL	500,000	-	-	500,000	-	

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT				§405(b) - OCCUPANT PROTECTION			
Federally Funded Programs							
	Projects	Planned Project Costs	Match	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
1415-3000	CPS Program	380,000	95,000	200,000	180,000	380,000	-
1415-3010	Paid Media CIOT Thanksgiving	201,400	50,350	88,200	113,200	201,400	-
1415-3011	Paid Media CIOT May	245,000	61,250	150,000	95,000	245,000	-
1415-3020	Belt Survey	60,000	15,000	30,000	30,000	60,000	-
1415-3021	VSP Community Education	20,000	5,000	20,000		20,000	-
1415-3022	Occupant Protection Summit	15,000	3,750	15,000		15,000	-
1415-3023	PI&E	15,000	3,750	15,000		15,000	-
	§405(b) - TOTAL	936,400	234,100	518,200	418,200	936,400	-
VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT				§405(c) - TRAFFIC RECORDS IMPROVEMENTS			
Federally Funded Programs							
	Projects	Planned Project Costs	Match	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
1315-3700	AOT Crash Data Reporting System	140,000	35,000	140,000	-	140,000	-
1315-3701	SIREN	162,800	40,700	162,800	-	162,800	-
1315-3702	Consultant	36,864	9,216	36,864	-	36,864	-
1315-3703	DPS Support of TR Improvements (G. Nowak)	75,000	18,750	71,336	3,664	75,000	-
1415-3710	DPS E-Citation Implementation	795,136	198,784		795,136	795,136	-
	§405(C) - TOTAL	1,209,800	302,450	411,000	798,800	1,209,800	-

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN

State: VERMONT

§405(d) - ALCOHOL COUNTERMEASURES

		Federally Funded Programs					
	Projects	Planned Project Costs	Match	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
1415-4012	LEL #1	50,000	12,500	45,000	5,000	50,000	-
1415-4013	LEL #2	50,000	12,500	45,000	5,000	50,000	-
1415-4014	VLEC	12,000	3,000	12,000	-	12,000	12,000
1415-4015	Alcohol Program Consultant	100,000	25,000		100,000	100,000	-
1415-4016	Alcohol Program Coordinator	75,000	18,750	33,300	41,700	75,000	-
1415-4017	SFST Updates/ARIDE Updates	75,000	18,750		75,000	75,000	-
1415-4020	VSP Regional Task Force	100,000	25,000	75,000	25,000	100,000	-
1415-4025	Traffic Safety Resource Prosecutor	130,000	32,500	80,000	50,000	130,000	-
1415-4026	Judicial Outreach Liaison	75,000	18,750	50,000	25,000	75,000	-
1415-4030	DRE Call-out Pay	50,000	12,500	25,000	25,000	50,000	50,000
1415-4031	DRE training/conferences/Supplies DRE Regional Training sponsored by	30,000	7,500	30,000	-	30,000	-
1415-4032	VT	60,000	15,000	60,000	-	60,000	-
1415-4033	DRE Test Case	150,000	37,500		150,000	150,000	-
1415-4034	DRE NMS Lab Tests (NMS Only)	65,000	16,250	65,000	-	65,000	-
1415-4035	DRE iPads	16,000	4,000	8,000	8,000	16,000	-
1415-4036	DRE Outside Lab Tests (NON NMS) DUI Court Implementation -	10,000	2,500	10,000	-	10,000	-
1415-4037	Statewide	240,000	60,000		240,000	240,000	-
1415-4040	Forensic Laboratory Support Program	294,600	73,650	121,500	173,100	294,600	-
1415-4041	Froensic Laboratory Chemist	100,000	25,000	100,000	-	100,000	-
1415-4081	VSP Educational Program	30,000	7,500	7,000	23,000	30,000	-
1415-4082	Vermonters' Impact Panel	36,200	9,050	24,200	12,000	36,200	-
1415-4084	Impaired Driving Summit Paid Media Alcohol - Year Round	30,000	7,500	24,200	5,800	30,000	30,000
1415-4090	Sustained	174,828	43,707		174,828	174,828	-
1415-4091	Paid Media Alcohol - Holidays	125,000	31,250	75,000	50,000	125,000	-
1415-4092	Paid Media Alcohol - Labor Day	126,000	31,500	75,000	51,000	126,000	-
1415-4093	Paid Media Alcohol - Summer	72,000	18,000	47,000	25,000	72,000	-
1415-4094	Paid Media Alcohol - Sports Venues	81,700	20,425		81,700	81,700	-
1415-4095	PI&E Materials	15,000	3,750	15,000	-	15,000	-
1415-4099	Attitude Survey	6,500	1,625	6,500	-	6,500	-
	§405(d) - TOTAL	2,379,828	594,957	1,033,700	1,346,128	2,379,828	92,000

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN

State: VERMONT

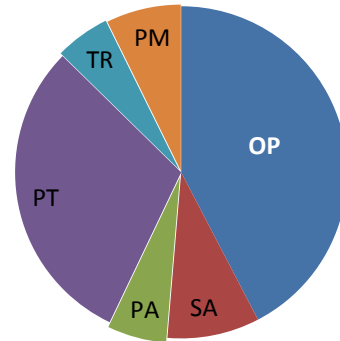
§405(f) - MOTORCYCLE SAFETY

		Federally Funded Programs					
	Projects	Planned Project Costs	Match	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
1415-6000	DMV Motorcycle Program	70,000	17,500	34,800	35,200	70,000	-
	§405(f) - TOTAL	70,000	17,500	34,800	35,200	70,000	-

Financial Funding Charts

402 Program Areas	
OP	1,465,000
SA	310,500
PA	199,500
PT	1,046,500
TR	185,625
PM	252,275
	3,459,400

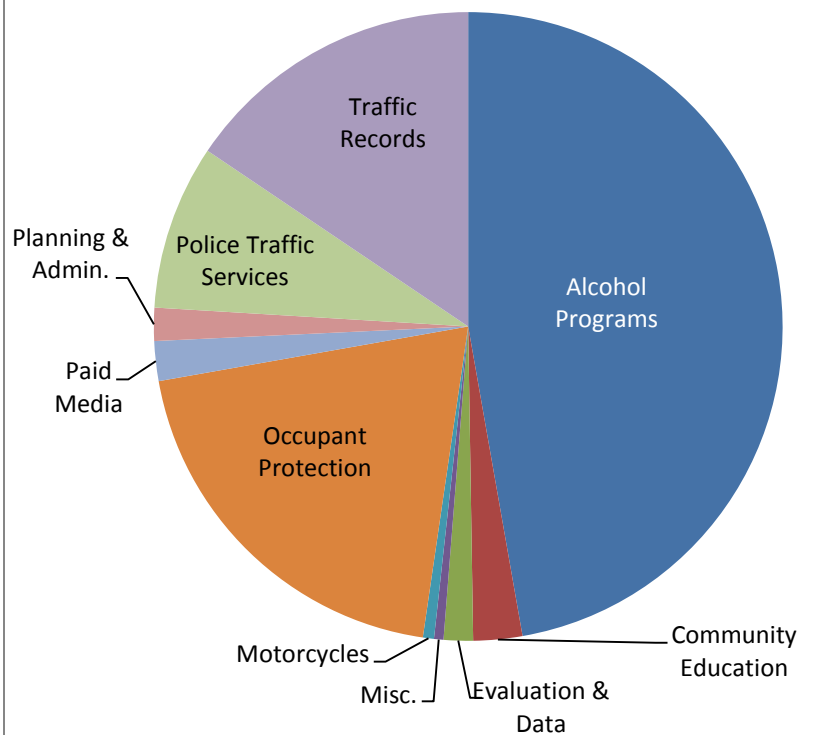
\$402 Program Areas



Program Areas	
Alcohol Programs	5,827,678
Community Education	310,500
Evaluation & Data Collection	185,625
Miscellaneous	60,000
Motorcycles	70,000
Occupant Protection	2,456,400
Paid Media	252,275
Planning & Administration	209,750
Police Traffic Services	1,046,500
Traffic Records	1,919,700
*Hazard Elimination	500,000
	12,838,42

**Please Note: Hazard Elimination does not appear in chart, balance of pre-MAP-21 transfer.*

2015 HSP Program Areas



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 Special DUI Funds to the VSP specifically for DUI enforcement. These funds were formerly called Act 117 funds.	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
Child Passenger restraint	Vermont Dept. of Health Emergency Medical Services	VDH EMS receives contributions into a dedicated child seat fund providing support for low-income seat access	10,000

Appendix A to Part 1200

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

State: Vermont

Fiscal Year: 2015

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) 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. 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.

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).

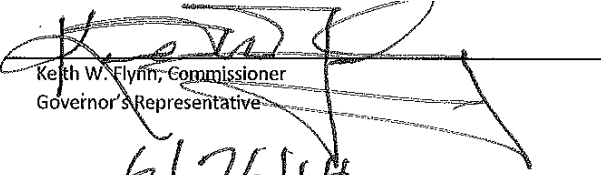
(23 U.S.C. 402(b)(1)(F))

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: 
NAME: Keith W. Flynn, Commissioner
TITLE: Governor's Representative
DATE: 6/26/14

Appendix D

See separate Section 405 and Section 402 Appendices

Appendix E (Traffic Records TRIPRS Application)