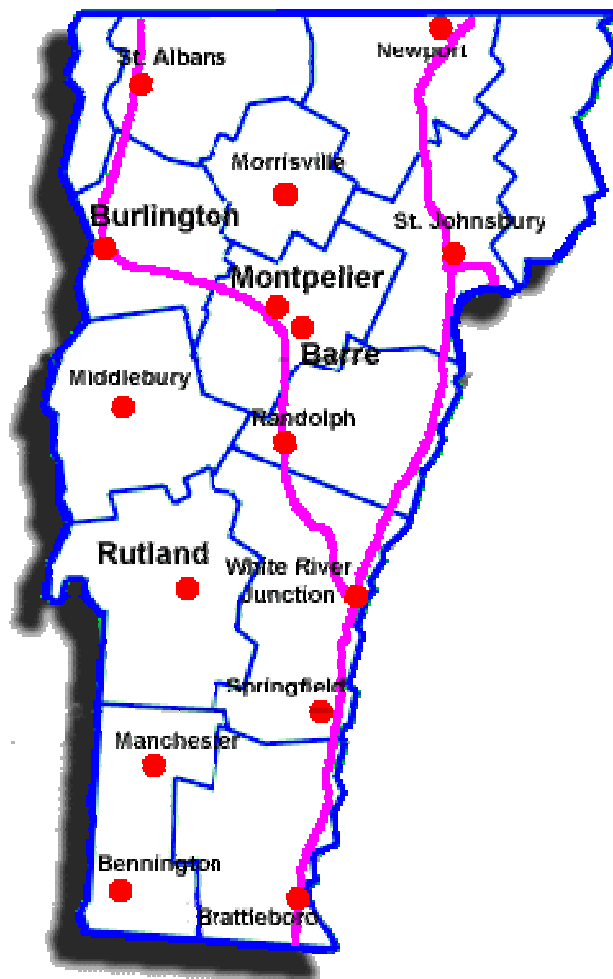


# VERMONT

2007

## HIGHWAY SAFETY

### MASTER PLAN



State of Vermont  
Department of Public Safety  
Governor's Highway Safety Program  
5 Park Row, Waterbury, VT 05676  
1.802.241.5509



## MISSION

The Governor's Highway Safety Program facilitates and supports, with federal grants, a statewide network to promote safe driving behavior on the highways. Groups supported include community traffic safety programs, state, county and municipal traffic law enforcement; and state Departments of Education, Public Safety and Health. Major program areas are occupant protection (safety belts, child passenger safety and motorcycle helmets), impaired driving, speed, and motorcycle, pedestrian and bicycle safety.

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# 2007 Vermont Highway Safety

## Master Plan Document

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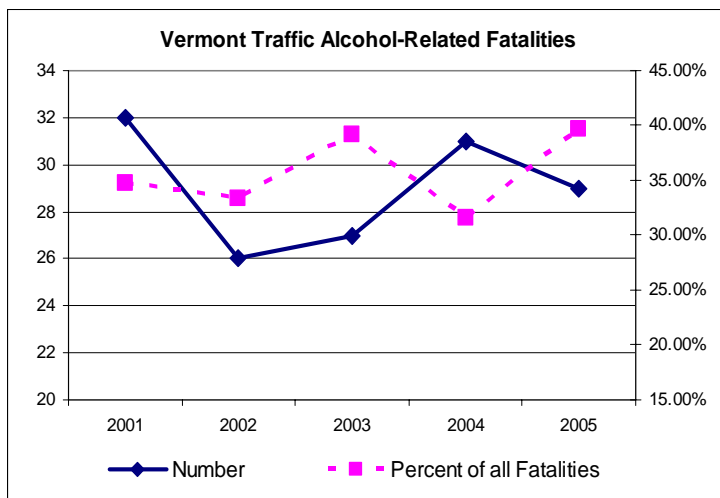
Contact Information



## VERMONT'S 2007 HIGHWAY SAFETY PROBLEM IDENTIFICATION AND PLANNING PROCESS

The 2007 Vermont Highway Safety Plan has had the benefit of more data analysis and problem identification research than any previous plan. Kicked off in December 2005, the Strategic Highway Safety Planning initiative, guided by the Vermont Agency of Transportation, brought safety partners from all over the State together to review traffic crash data for the purpose of choosing priorities. The group was presented data research done by the Vermont Center for Justice Research, organized according to the Comprehensive Emphasis Areas developed by

American Association of State Highway and Transportation Officials. Based upon the analysis presented, over 100 Vermonters voted on the emphasis areas they felt would result in the greatest reduction in traffic crashes, and the group chose priority areas to work on. Of the seven emphasis areas, **five were behavioral issues** – impaired, aggressive, and distracted driving, failure to use safety belts and overrepresentation in crashes of young drivers.



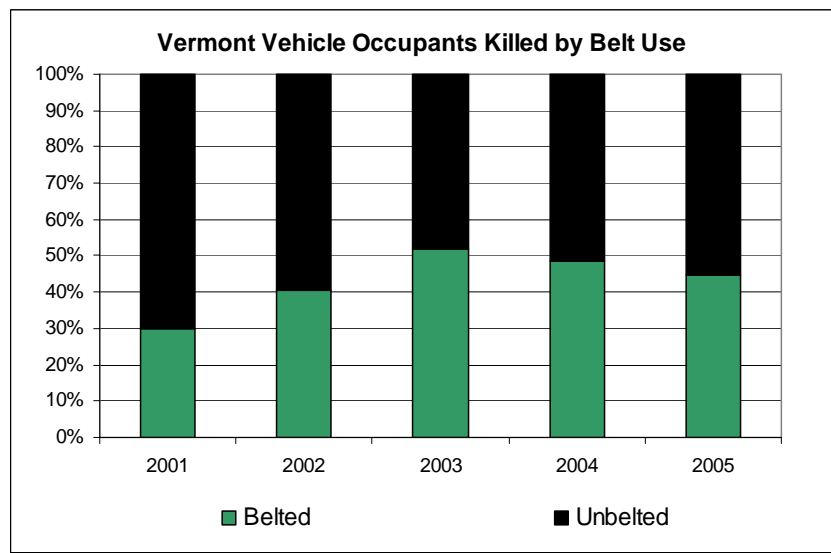
On July 6, 2006, the Department of Health's Injury Prevention Specialist convened a Symposium on injury prevention, for the purpose of bringing partners together and developing priorities. The advisory committee selected young drivers as an emphasis area that created significant opportunities to work together and potential for significant reductions in death and injury.

On July 17, 2006, Kerry Sleeper, Commissioner of Public Safety and Governor's Highway Safety Representative, called a law enforcement summit to look for ways to address this year's

spike in highway fatalities. At that meeting, the enforcement community identified the need to focus on speeding in all jurisdictions.

Each of these intensive efforts involved in-depth data analysis and brought together, on issues of mutual concern, partners who do not usually work together, empowering the group to make decisions about priorities and mutual goals. And, in each gathering, it was clear that behavioral issues are in the greatest need of attention and offer the best potential savings in human life. The need was recognized for involving all five “E”s (engineering, education, enforcement, emergency medical services and evaluation), and brainstorming activity offered an opportunity to begin to work more collaboratively.

While there may be no new resources to address problems, identifying problem areas that can offer the greatest improvements and addressing it with multiple tactics and multiple partners may create results never achieved before. Only time will tell whether these efforts will reap results. However, with increased traffic and decreased motorist patience, the issues on roadways are growing, and new approaches are needed. Previous large group meetings of nontraditional partners have generated reports, but little real change in the way business is done. Whether this momentum can be maintained to continue the cross-agency and cross-funding source communication to solve problems based on life-saving priorities and without being hamstrung by separate funding sources and “in-house” priorities remains to be seen. However, the potential is tremendous, and the energy of participants could provide a great deal of benefit to the citizens of Vermont in lives and financial savings.



# ALCOHOL AND OTHER DRUGS

## Problem Identification

Vermont is much improved in the area of alcohol-related crashes. Recent data from NHTSA shows Vermont has the lowest rate of alcohol-related deaths per 100 million miles traveled in the country for the 2002 calendar year. The rate of 0.28/ MMT is less than half the national rate of 0.62/MMT. Alcohol related deaths now remain constant at around 30 per year, and law enforcement officials believe it will be difficult to have any real reduction below that figure.

According to crash data, alcohol crash-involved drivers are overwhelmingly male (79%) and between 18 and 34 years old (55%). We have noted a slight shift in the gender of DUI alcohol-related crash operators, with a higher percent of females being involved.

## Problem Statement

All highway users in Vermont are endangered by those who continue to drink and drive. All of Vermont is at risk, although it is most severe in Bennington and Lamoille counties. The most common violators are 18 - 34 year old males. Evening and late night are the most “at-risk” times to be on the road with 65% of alcohol-involved crashes occurring between 6 PM and 2 AM.

## Goals

- Short Range ✓ Reduce alcohol-related traffic fatalities to less than .34 per 100 VMMT by 2011 (three-year average 2003-2005 = .37)
- Long Range ✓ Reduce alcohol-related traffic fatalities to less than .30 per 100 VMMT by 2016

## Objectives

- ✓ Reduce the incidence of alcohol and other drug impaired driving
- ✓ Increase the perception and reality of detection and apprehension of impaired drivers
- ✓ Reduce recidivism of impaired drivers
- ✓ Increase the perception and reality of swift and certain sanctioning of driving under the influence of alcohol or other drugs
- ✓ Increase the awareness of the consequences of alcohol and other drugs on driving ability
- ✓ Increase the awareness of the financial, social and personal impact of driving while impaired
- ✓ Reduce the use of alcohol and other drugs in the at-risk population
- ✓ Continue campaigns such as You Drink, You Drive, You Lose and DUI, You Can’t Afford It that combine intensive education with high-visibility law enforcement efforts

## Supporting Activities

Act 117 regional and community DUI enforcement program  
Alcohol Detection Equipment and Support  
Breath Alcohol Mobile Testing Units (BAT MOBILES)

Community Traffic Safety Program  
Countywide Safe Highways Accident Reduction Program (SHARP)  
Department of Education Youth Programs  
Department of Liquor Control Compliance Checks  
DUI Resource Attorney  
Emergency Nurses Cancel Alcohol-related Emergencies (ENCARE)  
Lifesavers Event  
Macro and Behavioral Surveys  
Law Enforcement Liaisons  
Public Information Officer  
School Resource Officer training  
Sheriffs' Association \*DWI hotline  
Stop Teen Alcohol Risk Teams (START)  
Vermont State Police DUI enforcement  
Vermont Law Enforcement Challenge  
Sheriff's Association It's Fake Teen Use ID hotline  
START Report on Underage Drinking Hot Line



# OCCUPANT PROTECTION/CHILD PASSENGER SAFETY

## Problem Identification

Despite the continued and best efforts of GHSP, its private sector partners and law enforcement agencies, Vermont has not yet achieved an 85 percent safety belt use rate. We have run two Click It or Ticket campaigns every year for the past half-decade, yet youth and male pickup truck drivers, especially in rural areas, continue to be the most difficult population to convince that buckling up is the best safety measure. We have achieved an 84 percent recognition rate of Click It or Ticket, which is phenomenal, but it means more people are aware of the campaign than are actually buckling up, with the latest survey showing 81.8 percent of Vermonters wearing safety belts.

CPS programs in Vermont target the entire family with the idea that unrestrained passengers are a threat to all occupants. In addition, if children themselves learn the use of restraints at an early age, life-long use is more likely to occur.

## Problem Statement

Southeastern and Northeastern Vermont have the lowest rates. The regions about the Massachusetts and New Hampshire borders, both states with low belt use. Young adults are less likely to be belted and most likely to be involved in a crash. By increasing the belt use in that population, we can reduce the injuries sustained and the overall cost of traffic crashes in Vermont.

Children most likely to be injured in crashes on Vermont roadways are between the ages of 8 and 16. Continued emphasis on booster seat use will help reduce these injuries and deaths. Advocates who deal with families (law enforcement, health care personnel, child care providers and schools) must also be trained in current and consistent information.

## Goals

- Short Range ✓ Increase the safety belt use rate to 85 percent by 2011. Decrease fatalities of children ages 0-17 to less than .07 per 1,000 of population (four year average 2002-2006 of .086)
- Long Range ✓ Increase the safety belt use rate in Vermont to 90 percent by 2015. Decrease fatalities of children ages 0-17 to less than .06 per 1,000 by 2015.

## Objectives

- ✓ Provide occupant protection training to law enforcement officers, fire fighters, and rescue squads
- ✓ Increase knowledge and promotion of occupant restraint use issues in doctors' offices, hospitals, birthing centers, schools, and child care centers
- ✓ Encourage medical professionals to promote occupant restraint use

- ✓ during routine medical encounters
- ✓ Support initiatives that increase safety belt use proven to be the most effective and least expensive way to increase use
- ✓ Continue Click It or Ticket campaigns, proven to ratchet up safety belt use in Vermont
- ✓ Help Vermont parents to correctly use child safety seats and restraints every time children are transported
- ✓ Increase the number of permanent fitting stations
- ✓ Increase the knowledge of CPS best practices to day care providers, school officials and health care personnel

## Supporting Activities

Annual Safety Belt Use Survey  
 Child Passenger Safety Classes  
 Child Passenger Safety Specialist  
 Community Traffic Safety Program  
 Rollover Demonstration and Education Program  
 Countywide Safe Highways Accident Reduction Program (SHARP)  
 Department of Education Youth Programs  
 Elementary Education Presentations  
 Emergency Medical Services Programs  
 Emergency Nurses CARE  
 Fitting Stations  
 GHSP Safety Seat Inspections  
 Lifesavers Event  
 Law Enforcement Liaisons  
 Public Information Officer  
 Public Information and Education Material  
 Soccer Boy Educational Campaign  
 Technician Training  
 Tot-Seat Hotline  
 Vermont Law Enforcement Challenge  
 Vermont State Police Programs



**Brian Dunsmore from Land Air Express accepting an award from GHSP for all his hard work regarding child passenger safety**

# EMERGENCY MEDICAL SERVICES

Problem Identification	Emergency medical teams in Vermont respond to nearly all highway crashes. The Vermont emergency medical response system is a mixture of private (commercial), volunteer and municipal teams. There is not a statewide database to track squad response activity. Establishing and maintaining a statewide Emergency Medical Service (EMS) management database would, for the first time, allow the Vermont EMS office to assess the readiness, use and performance of EMS teams and individual team members.
Problem Statement	To properly assess the training, readiness and performance of the Vermont emergency medical technicians and system, the Department of Health, Office of Emergency Medical Services, needs information. Currently, no statewide information system is in place to track individual training or incident response activity. Establishing and maintaining a statewide EMS management database continues to be the biggest challenge facing the Department of Health EMS office.
Goals	<p><u>Short Range</u>      ✓    Establish and implement a statewide EMS database that collects data from 70% of Vermont's EMS squads by 2009 (2004 = 0%)</p> <p><u>Long Range</u>      ✓    Identify relevant quality indicators by 2010</p>
Objectives	<ul style="list-style-type: none"><li>✓ Identify elements needed to manage the statewide EMS system</li><li>✓ Work to obtain buy-in from individual EMS squads to support a statewide EMS database</li></ul>
Supporting Activities	Establishment of an EMS reporting system Annual Emergency Medical Services Training Conference Emergency Medical Services Training to Support National Curriculum Lifesavers Event

# TRAFFIC RECORDS

**Problem Identification** The backbone of problem identification and evaluation of traffic problems is a traffic records system. The current state of traffic records in Vermont is inadequate to support an aggressive, data-driven problem identification project, but efforts to improve the system are underway.

Vermont's Agencies of Transportation and Public Safety are working to implement web-based crash reporting. We expect the work to continue to eliminate multiple entry points and to make data available on a timelier basis.

Also underway is the GPS crash location project. AOT has purchased equipment and is training officers across Vermont in the use of GPS data collection and reporting. Full implementation will improve crash location information and allow for better problem identification.

**Problem Statement** Vermont crash data is not available for up to eight months after the end of each calendar year. Even then, the data is incomplete because it only contains complete reports of the most severe crashes. The accuracy and reliability of our data analysis and problem identification suffers from this delay and absence of total information for all crashes.

**Goals**

Short Range ✓ Increase the percent of crashes for which a police report is submitted to 90% by 2009 (2003 = 79%)

Long Range ✓ Increase the percent of crashes for which a police report is submitted to 100% by 2014

**Objectives**

- ✓ Improve the quality, quantity, accuracy and timeliness of crash reports
- ✓ Incorporate new technologies into the traffic records system to the greatest extent possible to make reporting less burdensome
- ✓ Coordinate and manage the traffic records on a system-wide and statewide basis
- ✓ Provide appropriate data access to all users of the traffic records system, including the public
- ✓ Form an effective, efficient and cooperative analytical network among the highway safety community

**Supporting Activities**

- Support an active Traffic Records Committee
- Maintain a traffic data analysis capability
- Publish The Vermont Crash Data Resource Book
- Lifesavers Event
- Law Enforcement Liaisons

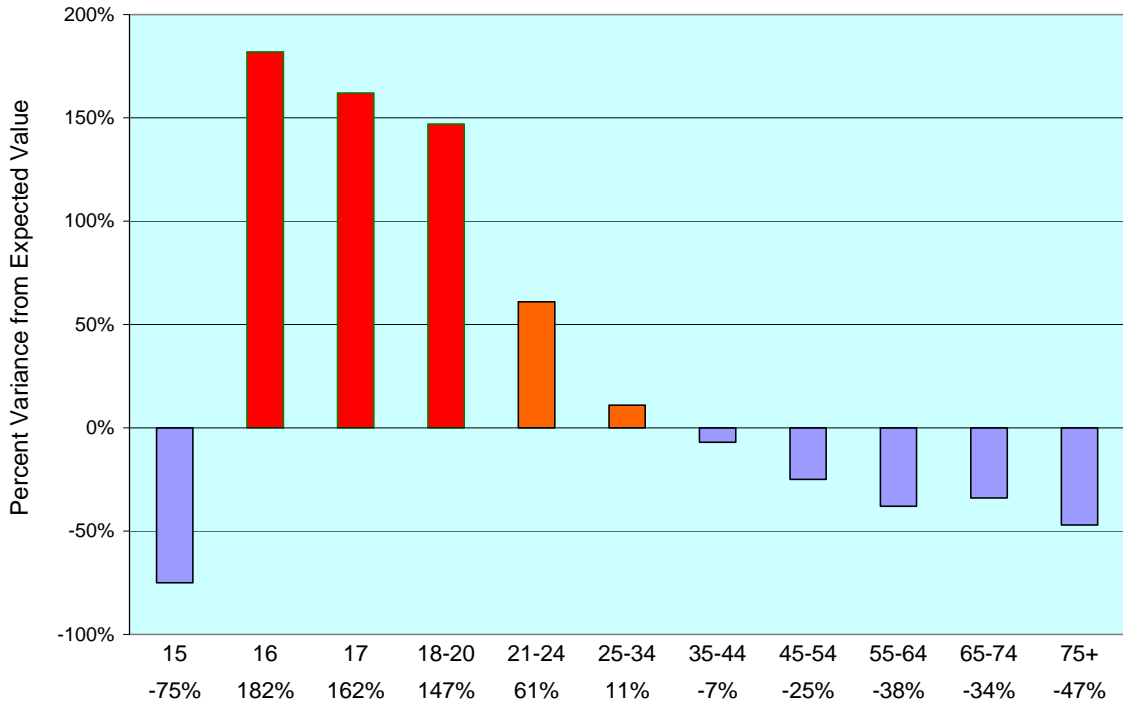
# SPEED

<b>Problem Identification</b>	Vermont recently held a “fatality” summit, hosted by the Commissioner of the Department of Public Safety, because highway deaths are up more than 50 percent in 2006 compared to the previous three years. Speed was identified as the cause of a majority of our fatal crashes, and law enforcement agencies were asked to have a reduced tolerance for speeding infractions. While agencies agreed to do so, it was also noted that it will be difficult to step up enforcement efforts in light of the shortfalls affecting almost every agency. Most agencies and barracks in Vermont have low staffing levels to start, and if only two or three officers are on shift, they must respond to calls rather than focusing on traffic safety efforts. In light of our current crisis however, officials pledged to do as much as possible to redirect resources in an effort to slow drivers down and save lives.
<b>Problem Statement</b>	Speed is an ever-present factor in crashes. Lower speeds will reap fewer crashes and less severe crashes. Roads and highways are posted for safe speeds, but drivers often consider speed postings little more than guides.
<b>Goals</b>	<p><u>Short Range</u>      ✓ Reduce the proportion of crashes with speed as the cause to 18% by 2010 (2003 = 20%)</p> <p><u>Long Range</u>      ✓ Reduce the proportion of crashes with speed as the cause to 15% by 2015</p>
<b>Objectives</b>	<ul style="list-style-type: none"> <li>✓ Increase compliance with posted speed limits</li> <li>✓ Reduce the incidence of speeding in the 18-24 age group</li> <li>✓ Increase the awareness of the consequences of speeding</li> <li>✓ Increase the perception and reality of apprehension</li> </ul>
<b>Supporting Activities</b>	<p>Community Traffic Safety Program  Countywide Safe Highways Accident Reduction Program (SHARP)  Department of Education Youth Programs  Enforcement video cameras  Lifesavers Event  Law Enforcement Liaisons  Public Information Officer  Speed Measuring Equipment  Speed Monitoring and Recording Trailer (SMART) Karts (22)  Vermont Network of Employer Traffic Safety (VNETS)</p>

## YOUTH

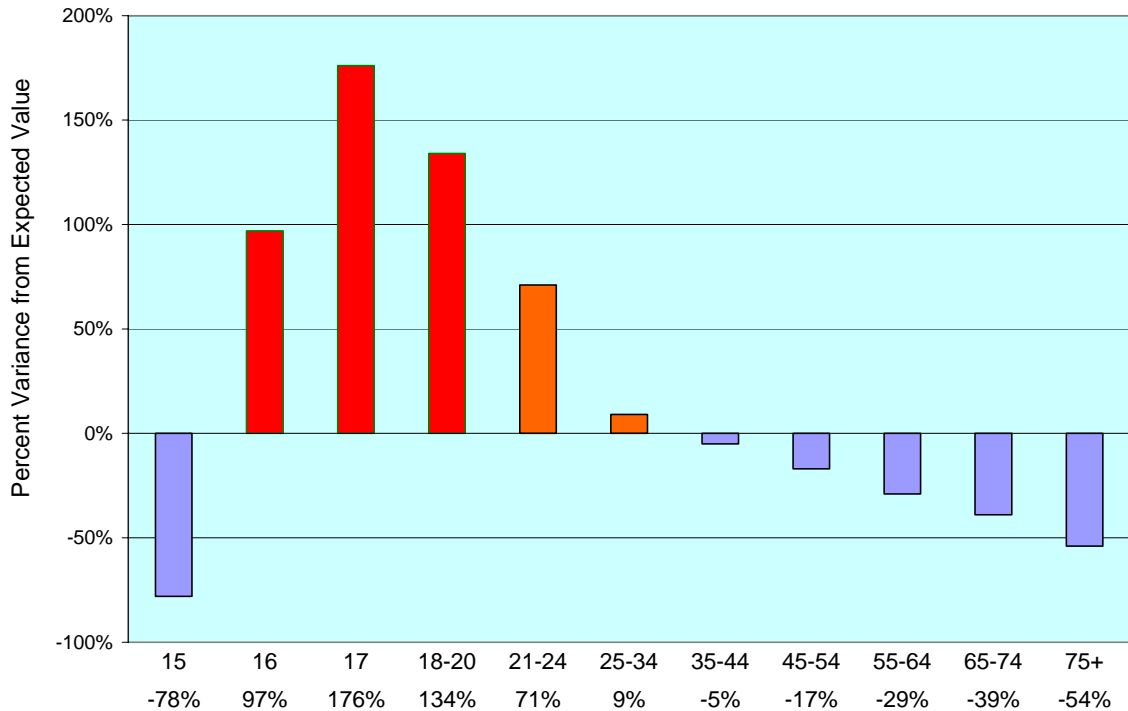
<b>Problem Identification</b>	Statistics are in for the first years of drivers to go through the Graduated Driver's License program and the news is good. Crash rates for 16-year olds dropped 90 percent. Yet young drivers continue to be the highest risk drivers on the road. Drivers 16 to 24 are consistently over-represented in the crash population. Drivers aged 16 through 20 are involved in crashes at more than twice the expected level when compared to the driving population. As drivers age, crash rates decline. After age 35, all age groups are below what would be expected for crash incidences.
<b>Problem Statement</b>	Young drivers are inexperienced, less likely to use safety belts, more likely to speed, and take more chances and are more likely to drive under the influence of alcohol. Changing any of these behaviors will help reduce crashes and save young lives.
<b>Goals</b>	<p><u>Short Range</u></p> <ul style="list-style-type: none"> <li>✓ Increase safety belt use to 85% for 15 through 20 year olds in fatal crashes by 2009 (four year average 2002-2006 is 57%)</li> <li>✓ Decrease alcohol-involved crash deaths for 15 through 20 year olds to 30% (four year average 2002-04 = 41%)</li> </ul> <p><u>Long Range</u></p> <ul style="list-style-type: none"> <li>✓ Increase safety belt use to 90% for 15 through 20 year olds in fatal crashes by 2014</li> <li>✓ Decrease alcohol-involved crash deaths for 15 through 20 year olds to 20% of crashes by 2014</li> </ul>
<b>Objectives</b>	<ul style="list-style-type: none"> <li>✓ Support legislation to improve Graduated Licensing Program</li> <li>✓ Train law enforcement officers in the benefit of enforcing traffic safety violations and alcohol zero tolerance laws</li> <li>✓ Increase the number of high schools participating in the Vermont Teen Leadership Safety Program</li> <li>✓ Require the use of the new Teen Alcohol Safety Program database, enabling law enforcement to better enforce underage drinking laws.</li> </ul>
<b>Supporting Activities</b>	<p>Department of Education Youth Programs Coordinator  Emergency Nurses Cancel Alcohol-related Emergencies (ENCARE)  Governor's Youth Leadership Conference  In-School Traffic Safety Shows  Lifesavers Event  Public Information Officer  Skid Monster Pilot  Vermont Teen Leadership Safety Program  Youth Advisory Council</p>

Representation of Operator Age Groups in Crashes  
Percent Under/Over Representation, 2001



from Vermont Crash Data Resource Book, 2001 compiled by Vermont Center for Justice Research

Representation of Operator Age Groups in Crashes  
Percent Under/Over Representation, 2003



from Vermont Crash Data Resource Book, 2003 compiled by Vermont Center for Justice Research



# PEDESTRIANS AND BICYCLES

The Governor's Highway Safety Program recognizes that this category is a key highway safety issue. However, both staffing and funding to ensure both pedestrians and cyclists remain safe on Vermont roadways reside within the Vermont Agency of Transportation. While we remain committed to helping whenever called upon, responsibility for this area lies with Vermont AOT.

## ROADWAY SAFETY

Funding and authority reside with Vermont Agency of Transportation. Again, the Governor's Highway Safety Program remains committed to working with any agency that needs assistance regarding this topic, but staffing and funding lie within Vermont AOT. It is difficult to set goals and objectives for other agencies, so we have removed this category from our report. However, Section 164 funds are utilized to support the agency's hazard elimination projects, including the work zone campaign

## MOTORCYCLE SAFETY

Responsibility, authority and funding for this category resides in the Department of Motor Vehicles. However, in light of the recent large increases in both injuries and fatalities, GHSP is exploring options to address the problem. We are working on a four-part campaign that would encompass the following:

1. A targeted drinking and riding campaign where we would partner with the Department of Liquor Control to identify establishments that are frequented by motorcyclists for education initiatives.
2. A campaign targeting conspicuity and protective gear, including motorcycle awareness month in May or June.
3. Partner with the Department of Motor Vehicles and law enforcement to modernize our helmet laws and to work on enforcement of existing laws, including identifying fake or novelty helmets.
4. A campaign of an ongoing nature to educate the motoring public on motorcycle awareness. The majority of motorcycle fatalities are caused by motorists turning into the path of an oncoming motorcycle.

## PROGRAM AREAS

	Total	Alcohol (AL)	OccProt (OP)	MTC (MC)	EMS (EM)	Ped/Bcy (PS)	Speed (SC)	Records (TR)	Roadway Safety (RS)	Program Admin (PA)	Benefit To Local
<b>2007 402 Funds</b>											
Elementary Education*	\$9,000	\$2,000	\$4,000			\$2,000	\$1,000				\$9,000
Public Information Program	\$44,000	\$12,000	\$12,000	\$5,000			\$12,000		\$3,000		
Workplace Traffic Safety*	\$60,000	\$20,000	\$20,000				\$20,000				\$30,000
VT Teen Leadership Safety Program*	\$43,500	\$13,000	\$13,500			\$5,000	\$12,000				\$43,500
Department of Ed Youth Program*	\$150,000	\$50,000	\$50,000				\$50,000				\$80,000
Grant Program Management	\$107,000	\$30,000	\$30,000			\$17,000	\$30,000				
Child Passenger Safety	\$107,850		\$107,850								\$107,850
CPS Program Management	\$107,000		\$107,000								
Enhanced Traffic Enforcement Grants**	\$250,000		\$100,000				\$150,000				\$250,000
State Law Enforcement Liaison**	\$80,000	\$30,000	\$30,000				\$20,000				
GHSP PT grant management**	\$106,000	\$35,000	\$35,000				\$36,000				
VCJR Crash Data Book	\$35,000							\$35,000			
Allocation Total	\$1,099,350	\$192,000	\$509,350	\$5,000	\$0	\$24,000	\$331,000	\$35,000	\$3,000	\$0	\$520,350
<b>2006 Rollover 402 (Estimate)</b>											
Enhanced Traffic Enforcement Grants**	\$200,000		\$100,000				\$100,000				\$200,000
CIOT Task Force	\$200,000		\$200,000								\$200,000
VLEC**	\$40,000	\$15,000	\$15,000				\$10,000				\$15,000
Mobilization Rewards	\$23,000		\$23,000								\$23,000
VTLSP Replacement Van*	\$15,000	\$7,500	\$7,500								\$15,000
DOE Youth Program*	\$44,000	\$15,000	\$15,000				\$14,000				\$44,000
State/Regional Safety Conference**	\$18,000	\$7,000	\$7,000				\$4,000				\$8,000
Lifesaver Award Program	\$3,500	\$1,000	\$1,500				\$1,000				\$3,500
Promotions & Partnerships	\$15,000		\$15,000								
EMS Annual Training Conference	\$8,000				\$8,000						\$8,000
CPS Statewide Program	\$67,000		\$67,000								\$67,000
Travel and Training	\$10,000	\$3,000	\$3,000	\$1,000			\$3,000				
Single Audit	\$5,000									\$5,000	

Rollover Total (Estimate)	\$648,500	\$48,500	\$454,000	\$1,000	\$8,000	\$0	\$132,000	\$0	\$0	\$5,000	\$583,500
<b>Annual 402 Program</b>											
402 Estimated Programs Total	\$1,747,850	\$240,500	\$963,350	\$6,000	\$8,000	\$24,000	\$463,000	\$35,000	\$3,000	\$5,000	\$1,103,850

\* CP Community Traffic Safety Project

\*\* PT Police Traffic Services

<b>SAFETEA</b>											
164 DUI Sanctions	\$8,385,000										
405A OP Grants	\$49,000							\$85,000	\$8,300,000		
410 Alcohol Funds	\$170,900	\$170,900	\$49,000								
411 Data Improvement	\$75,000										
157 Incentive	\$13,700							\$75,000			
<b>SAFETEA Total</b>	\$8,693,600	\$170,900	\$13,700								
			\$49,000	\$0	\$0	\$0	\$0	\$160,000	\$8,300,000	\$0	\$0

<b>SAFETEA LU</b>											
164 DUI Penalty	\$2,101,993										
405 Occupant Protection Incentive	\$170,000								\$2,101,993		
408 Traffic Records Improvements	\$850,000		\$170,000								
410 Impairment Countermeasures	\$600,000	\$600,000						\$850,000			
2010 Motorcycle Safety	\$100,000										
2011 CPS Incentives	\$40,000			\$100,000							
<b>SAFETEA LU Total</b>	\$3,861,993	\$600,000	\$40,000								
			\$210,000	\$100,000	\$0	\$0	\$0	\$850,000	\$2,101,993	\$0	\$0

<b>FEDERAL FUNDS TOTALS</b>	<b>\$14,303,443</b>	<b>\$1,011,400</b>									
			<b>\$1,222,350</b>	<b>\$106,000</b>	<b>\$8,000</b>	<b>\$24,000</b>	<b>\$463,000</b>	<b>\$1,045,000</b>	<b>\$10,404,993</b>	<b>\$5,000</b>	<b>\$1,103,850</b>

<b>Vermont Special Fund</b>											
Act 117 Local Enforcement Fund	\$450,000	\$450,000									

# Vermont's Planned Highway Safety Activities for 2007

We have dubbed our efforts the “five E’s,” for enforcement, education, evaluation, emergency medical services and engineering. We are attempting, through the comprehensive traffic safety plan, to tie our efforts in with the agency of transportation to develop the most thorough efforts at improving highway safety, thereby saving lives and reducing injuries and crashes.

## 2007 ENFORCEMENT PROGRAMS (Proposed)

Vermont plans a significant investment in law enforcement management, support, coordination and targeted enforcement.

### DIRECT ENFORCEMENT

\$450,000 SHARP Grants

\$450,000 ACT 117 State DUI Grants

\$200,000 CIOT Mobilization Task Force

\$200,000 Alcohol Mobilization Task Force

\$200,000 Speed/Aggressive Driving Mobilization Task Force

\$360,000 Stop Teen Alcohol Risk Teams (START)

Vermont State Police, County Sheriffs, Municipal Police, Department of Motor Vehicles and Constables active in traffic enforcement will participate in 402 and State-funded DUI **Enforcement Enhancement Grants**. In order to qualify, agencies analyze local crash data to identify problem locations and times, and organize countermeasures that are often cooperative with other area agencies, thereby increasing visibility of our campaigns. The grants are guided by policy created by a working group of local, county and state police officials and highway safety program representatives.

County-based **SHARP** teams include representatives from law enforcement agencies ranging from state police to constables. Some teams include persons from other interested groups such as DMV Commercial Vehicle Enforcement, Department of Liquor Control, Department of Fish and Wildlife, State's Attorney's Office, and members of the media and press. SHARP teams maintain a high visibility profile and make as many stops/contacts as possible. Team members actively and aggressively enforce all motor vehicle, highway safety, and other criminal and civil laws, as appropriate. SHARP participants receive training in safety belt use, child passenger safety, alcohol enforcement and detection, speed enforcement, commercial vehicle laws, and traffic violation prosecution. SHARP teams conduct education and special enforcement patrols, including highway safety/sobriety checkpoint operations. Activities will be according to an approved deployment schedule submitted to and accepted by GHSP.

Our **DUI** grants have been changed to more effectively target areas and times of known DUI activity. For example, weekend nights in ski resort areas, Super Bowl Sunday, and the start of college terms. Grant applications must specify when extra officers will be used, and data must support such applications. In addition, we are requiring extra patrols dedicated to the national campaign pushes, or dictating specific times when some funding must be used to support country-wide efforts.

**Three mobilizations** are planned for 2007, one each for safety belts, impaired driving and speed/aggressive driving. If sufficient funds are available, each campaign will be backed by paid and earned media. The mobilizations will be planned and implemented as we have done so in the past two years, utilizing a task force of highly motivated officers, coupled with intensive education and media to create a very high visibility campaign.

**Stop Teen Alcohol Risks Teams (START)** is a program managed by the Vermont Department of Health. It was started by the Vermont League of Cities and Towns as a direct result of alcohol-related teen deaths in Vermont. The League organized a training event for all interested Vermont police officers. The training focused on the community-school-police partnership in Arizona that is combating teen drinking. Vermont police officers established coalitions roughly based on county lines to address the teen drinking problem. The coalitions of officers, from various local agencies, band together to interrupt teens at drinking events. The officers confiscate alcohol, cite underage drinkers and, whenever possible, identify the source of alcoholic beverages. The Office of Juvenile Justice and Delinquency Prevention (OJJDP) continues to provide overtime funding for response to reported underage drinking events. GHSP supports this program in any manner possible, knowing it gets underage drinkers off our roadways.



## ENFORCEMENT SUPPORT

\$85,000	Coordinator of Alcohol Traffic Safety Programs
\$80,000	State Law Enforcement Liaison
\$75,000	Vermont Association of Chief's of Police Law Enforcement Liaison
\$75,000	Vermont Sheriff's Association Law Enforcement Liaison
\$75,000	Traffic Safety Resource Attorney
\$70,000	Police Equipment Mobilization Rewards
\$61,500	Drug Recognition Expert Program Support
\$45,000	Liquor Control Enforcement and Outreach Vehicle
\$40,000	Vermont Law Enforcement Challenge Awards Program
\$22,500	Court-Ordered Sign In Program
\$18,000	State and Regional Traffic Safety Conferences DUI Equipment Support Program

The legislatively established **Coordinator of Alcohol Traffic Safety Programs** monitors and coordinates all state and participating county and municipal programs that deal with alcohol traffic safety activities, including prevention, education, enforcement, adjudication and rehabilitation. The Coordinator, in consultation with all involved state and local agencies, develops a cooperative, comprehensive plan to reduce the incidence of drinking and driving in Vermont, study alcohol traffic problems, collect data for general and specialized use, and recommend law or rule changes to alcohol-use policy.

GHSP makes every effort to ensure enforcement dollars are spent for the greatest benefit. Therefore we have created a small network of highly-qualified and well respected **law enforcement liaisons**. Each liaison has been assigned areas of responsibility to support local law enforcement by providing advice, data, communication and coordination among multiple agencies. In addition, the liaisons work to find ways to promote vigorous, effective and sustained enforcement of traffic laws on an ongoing basis. The LEL's advise GHSP what resources enforcement agencies need to be proactive along with helping said agencies get the most out of GHSP programs. The LEL's will also provide training on traffic safety programs to any agency participating in our programs.

The **Traffic Safety Resource Attorney** supports the efforts of all enforcement officers, including State's Attorneys, by providing legal support, training and advice, policy and procedure guidance and community education. Located in the Office of State's Attorneys, the Resource Attorney supports efforts to remove and sanction drivers arrested for driving after drinking. The Resource Attorney also provides legal support on appeals with statewide or constitutional impact or in areas where local prosecutors have limited experience. The Resource Attorney works with various agencies to improve DUI laws and their applications and the Department of Health to maintain acceptability of the Datamaster Infrared breath testing equipment.

**Police Equipment Rewards** were a highly effective method of encouraging participation in mobilizations. Department heads must justify to governing bodies' reasons for cruisers to leave normal patrol areas, and equipment that did not affect town coffeers was a strong incentive. Rewards were funded under TEA-21 section 163, a program that has ended. We are hoping to reinstitute awards at some point in the near future.

The **Drug Recognition Expert Program** is supported by GHSP, which provides funding for training of additional officers, the annual conference and ensuring that DRE tests are not discarded because of a lack of resources to pay for testing.

The **Department of Liquor Control** has been using a GHSP van as a command post, DUI processing center and educational display for several years. DLC appears at large public gatherings, county field days, festivals and sporting events where illegal alcohol activity can be expected. DLC has paid for most of the expenses of the van, but systems are beginning to fail. If funding is available, a smaller replacement unit will be purchased.

To encourage all departments to focus on traffic safety enforcement and education, and to maintain appropriate policies, training and procedures, the **Vermont Law Enforcement Challenge** was created. Modeled on the IACP program, all Vermont entries are scored in Vermont to qualify for local prizes and then sent on to the national competition to be judged again by national standards. This provides departments two opportunities to achieve recognition and to be awarded equipment supporting traffic enforcement efforts.

**Court-Ordered Sign In Programs** have been very successful in bringing accountability and predictability to court orders for alcohol offenders to sign-in daily for breath testing. We began the program as a pilot with state DUI funds. While it has proven its value, the growing success of the program threatens to tie up funding that could be spent on enforcement issues. Therefore a small portion of 410 funds has been set aside to wean the program from State funds and give those agencies currently participating time to find another funding source. This will be the last year of funding from GHSP

Vermont held its first Traffic Safety Summit last year, designed for enforcement and highway safety officials to learn from professionals around the country. GHSP intends to plan further **Law Enforcement Conferences** to continue learning, planning and networking opportunities on both a regional and statewide basis.

We have purchased four Mobile Breath Alcohol Testing Vehicles (BAT-Mobiles), and are working with the Department of Health on replacing Datamasters as part of our **DUI Equipment Support Program**. These BAT-Mobiles provide a means for law enforcement officers to conduct on-site, evidentiary tests of suspected impaired drivers. The capability to do on-site testing will encourage sobriety checkpoints, alcohol enforcement at events where alcohol is present and give enforcement agencies capability to process suspects at remote locations (i.e. at farm keg parties or informal camp sites). These roaming "billboards" contribute to high visibility enforcement. The new Datamasters will require training and support as they are brought into the system.

## EDUCATION

\$200,000 Child Passenger Safety Program  
\$200,000 MADD Startup  
\$194,000 Youth Alcohol and Traffic Safety Program  
\$100,000 Motorcycle Safety Program  
\$60,000 Workplace Safety Program  
\$43,500 Vermont Teen Leadership Safety Program  
\$20,000 Community Traffic Safety Program  
\$12,000 Emergency Nurses CARE (ENCARE)  
\$8,000 Elementary Education Traffic Safety Presentation

The **Child Passenger Safety Program** is managed within GHSP. A statewide network of technicians, clinics, permanent fitting stations and weekly inspections is supported with data collection, supplies, training and public education.

Vermont would benefit from a statewide **MADD** organization. However, previous efforts have not had long-term success. If sufficient funds are available, GHSP would give a professional organizer the opportunity to lay the groundwork for a strong MADD program that would become self-sufficient in rapid order.

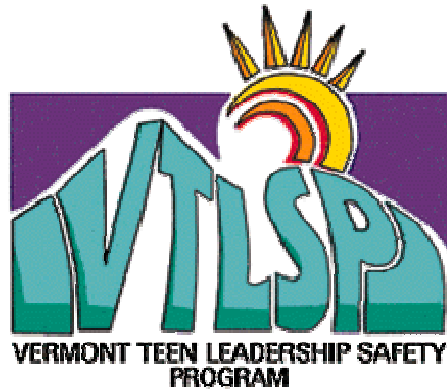
The Vermont Department of Education supports a **Youth Alcohol and Traffic Safety Program** through a grant from GHSP. This statewide program uses teens for peer education and training, along with activities related to traffic safety, such as promoting safety belt use and responsible driver and passenger decisions.

With the rise of motorcycle fatalities over recent years, GHSP will work to complement the rider education activities of the Department of Motor Vehicles through a **Motorcycle Safety Program**. We plan to work with a variety of partners to bring public education and enforcement support to current training activities available in Vermont.

Previously called VNETS and housed at the Chamber of Commerce, the **Workplace Safety Program** has moved to the Department of Labor. This will enable the coordinator to work cooperatively within state government with occupational safety and health issues related to traffic safety issues such as occupant protection.



The **Vermont Teen Leadership Safety Program** is a teen-led program exhibiting leadership and promoting positive role models in High Schools. Teens provide cross-age peer training for elementary and middle schools. The annual Governor's Youth Leadership Conference is planned and executed by these students.



Vermont has only one remaining **Community Traffic Safety Program**. However, it is located in the Northeast Kingdom, one of the areas of the state in most need of traffic safety services. We are still looking to expand this program.

**ENCARE** is emergency room nurses that volunteer to promote traffic safety, including overseeing the THINK program, where road signs are placed at the site of alcohol-related fatal crashes. GHSP supports these nurses through a small grant to help with presentations and education material.



It is always a goal of GHSP to start traffic safety messages as early as possible so safe habits are developed in childhood. GHSP supports a retired trooper who presents such messages through his **Elementary Education Traffic Safety Presentations**.

## EDUCATION SUPPORT

\$450,000 Paid Media Campaigns  
\$80,000 Public Information Program/Officer  
\$35,000 Promotional Partnerships  
\$3,500 Lifesaver Recognition Awards  
Rollover Convincer Demonstration and Education Program  
Skid Monster Program

To the extent funding is available, **Paid Media** will be utilized to support earned media and PSA material during all of our major campaigns. Messages will be targeted to appropriate regions and audiences based on surveys and crash data analysis.

We are completely revamping our **Public Information Program**, bringing in a new Public Information Officer, who will be starting a newsletter, giving our web site a new look and producing education materials that will be useful to our partners. We will continue to produce and air top commercial spots promoting highway safety messages, work in partnership with law enforcement agencies to get local press coverage of our issues, and produce powerpoint presentations that can be used in local venues, such as school organizations and Rotary Clubs, that will spread the safety mantra of always buckling up, don't drink and drive and drive safely.

The annual **Lifesaver "Highway Hero" Awards** provides an opportunity to thank the many partners of GHSP, who support our initiatives throughout the year. Many of our supporters work behind the scenes and this is a chance to point out all the good work that gets accomplished.

GHSP recognizes the value of "partnerships." Therefore over the past several years we have engaged in **Promotional Partnerships** with professional sports venues throughout the state. For example, we are the lead sponsor of the Vermont Voltage, a professional soccer team located in Franklin County. This area of the state has one of the worst safety belt rates in Vermont. By promoting the Voltage, the team promotes safety belt use by wearing the Click It or Ticket logo on their jerseys, and announcing safety belt messages at every home game. The team also has youth soccer camps and promotes child passenger issues at every camp. We have garnered national attention on both MTV and ESPN with this partnership.

The **RollOver Convincer** is a device that demonstrates the difference in a rollover crash between belted and unbelted occupant dummies. The unbelted dummies are thrown out of the convincer, whereas the belted dummies are kept safe and secure within the convincer. The device is being used with great success all over the state to promote safety belt use. It is housed, transported and maintained by the Vermont Sheriff's Association.

Young drivers do not get the feeling of being out of control in a vehicle until the situation may put their life in jeopardy. The **Skid Monster Program** allows a vehicle to demonstrate the feel and consequence of losing control at low speeds. By allowing the loss of control to occur in a controlled environment, young drivers can learn the correct way to recover and avoid crashes as a result of loss of control. The equipment was purchased with 402 funds, but the program continues at local expense.

## EVALUATION

\$300,000	Traffic Records Data Improvement Project
\$45,000	Traffic Records Assessment
\$75,000	Crash Record Data Analyst
\$35,000	Crash Data Report
\$26,000	Safety Belt Observational Surveys
\$24,000	Telephone Surveys
\$20,000	Child Passenger Safety Restraint Use Survey
\$1,500	Department of Health Risk Behavior Survey

GHSP utilizes a variety of tools to evaluate the success of programs and movement toward our goals. We know that data **must** drive our programs and dictate where we expand our resources.

In order to continue the effort to upgrade crash records, a **Traffic Records Assessment** will be undertaken in order to qualify for **Traffic Records Improvement Funds**. A Traffic Records Coordinating Committee has been work for years toward implementing the state's traffic records improvement plan, and consistent, full funding will help us make progress.

A **Crash Data Analyst** will research serious and fatal crashes to provide "fresh" data to allow enforcement to respond tactically to crash trends. While trends for fatal crashes are usually current, other crash data can lag years behind, not allowing enforcement to target said areas with additional officers at appropriate times. At a recent gathering of law enforcement representatives of all types from all over the state, current crash data and analysis and reporting of current problems was requested on a monthly basis so a primary responsibility will be reporting trends to all agencies on at least a monthly basis.

The **Crash Data Report** is an annual compilation of traffic data that allows assessment of progress over time and is used to help guide decisions on expenditure of funds.

**Telephone Surveys** and **NHTSA-sanctioned Observational Surveys** will be utilized to evaluate the effectiveness of the safety belt mobilization. We are also considering doing a **Child Restraint Use Survey** to evaluate the prevalence of child restraints at different ages.

The Department of Health administers a **Behavioral Risk Survey**, and requests a contribution toward costs when questions regarding impaired driving or other highway safety topics are included.

## **EMERGENCY MEDICAL SERVICES**

### **\$8,000 EMS Conference Support**

GHSP contributes funding to the **Emergency Medical Services Training Conference**. Funding is used to bring in speakers on highway safety issues, which helps keep down the cost of training for local EMS technicians.

## **ENGINEERING**

Section 164 funds are used for Hazard Elimination projects, which include risk reduction activities applied to the High Accident Location list, and activities to reduce crashes such as work zone education and enforcement. In addition Strategic Highway Safety Planning initiatives include five behavioral issues (safety belts, impaired, distracted and fatigued driving and aggressive driving) and two engineering issues (run-off road crashes and intersection crashes). However, almost all of these efforts to reduce crashes will have an engineering component, and Agency of Transportation Engineers are being very supportive and cooperative, working closely with behavioral specialists to seek solutions and reduce crashes.

## **STATE CERTIFICATIONS AND ASSURANCES**

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

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

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

### **Certifications and Assurances**

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

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

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

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

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

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

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

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

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

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

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

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of

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

**The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F):**

The State will provide a drug-free workplace by:

- k. 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;
- l. Establishing a drug-free awareness program to inform employees about:
  - 1. The dangers of drug abuse in the workplace.
  - 2. The grantee's policy of maintaining a drug-free workplace.
  - 3. Any available drug counseling, rehabilitation, and employee assistance programs.
  - 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- m. 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).
- n. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
  - 1. Abide by the terms of the statement.
  - 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- o. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- p. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -

1. Taking appropriate personnel action against such an employee, up to and including termination.
  2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- q. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

### **BUY AMERICA ACT**

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

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

### **POLITICAL ACTIVITY (HATCH ACT).**

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

### **CERTIFICATION REGARDING FEDERAL LOBBYING**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

18. 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.
19. (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.

20. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

### **RESTRICTION ON STATE LOBBYING**

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

### **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

#### **Instructions for Primary Certification**

21. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
22. 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.
23. 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.

24. 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.
25. 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.
26. 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.
27. 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.
28. 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.
29. 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.
30. 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

31. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
32. 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.
33. 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.
34. 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.

35. 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.
36. 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)
37. 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.
38. 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.
39. 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:*

40. 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.

41. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

### **ENVIRONMENTAL IMPACT**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2007 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

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August 31, 2006

Commissioner Kerry Sleeper  
Governor's Highway Safety Representative

**2007 HIGHWAY SAFETY PROGRAM COST SUMMARY**

State: VERMONT Number: Preliminary Date: August 1, 2006

PROGRAM	APPROVED PROGRAM	BASIS FOR %	STATE/LOCAL	FEDERALLY FUNDED PROGRAMS				FEDERAL SHARE
AREA	COSTS	CHANGE	FUNDS	PREVIOUS BALANCE	INCREASE/DECREASE	% CHANGE	CURRENT BALANCE	TO LOCAL
<b>402</b>								
CP	321,500.00			0.00	321,500.00		321,500.00	221,500.00
PT	694,000.00			0.00	694,000.00		694,000.00	473,000.00
AL	46,000.00			0.00	46,000.00		46,000.00	1,000.00
EM	8,000.00			0.00	8,000.00		8,000.00	8,000.00
MC	6,000.00			0.00	6,000.00		6,000.00	
OP	566,350.00			0.00	566,350.00		566,350.00	399,350.00
PA	5,000.00			0.00	5,000.00		5,000.00	
PS	17,000.00			0.00	17,000.00		17,000.00	
RS	3,000.00			0.00	3,000.00		3,000.00	
SC	46,000.00			0.00	46,000.00		46,000.00	1,000.00
TR	35,000.00			0.00	35,000.00		35,000.00	
<b>402 Total</b>	<b>1,747,850.00</b>							
<b>SAFETEA</b>								
164	8,385,000.00			0.00	8,385,000.00		8,385,000.00	
J2-02-06(405a)	49,000.00			0.00	49,000.00		49,000.00	
J8-02-03(410)	170,900.00			0.00	170,900.00		170,900.00	
J9-02-09(411)	75,000.00			0.00	75,000.00		75,000.00	
157OP Incentive	13,700.00			0.00	13,700.00		13,700.00	
<b>SAFETEA Total</b>	<b>8,693,600.00</b>							
<b>SAFETEA - LU</b>								
164	2,101,993.00			0.00	2,101,993.00		2,101,993.00	
405	170,000.00			0.00	170,000.00		170,000.00	
408	850,000.00			0.00	850,000.00		850,000.00	
410	600,000.00			0.00	600,000.00		600,000.00	
2010	100,000.00			0.00	100,000.00		100,000.00	
2011	40,000.00			0.00	40,000.00		40,000.00	
<b>SAFETEA-LU Total</b>	<b>3,861,993.00</b>							
<b>NHTSA TOTALS</b>	<b>14,303,443.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>13,233,943.00</b>	<b>0.00</b>	<b>14,303,443.00</b>	<b>1,103,850.00</b>

State Official Authorized Signature:

NAME: \_\_\_\_\_

Kerry Sleeper, Commissioner

TITLE: Governor's Representative

DATE: \_\_\_\_\_

NHTSA Official Authorized Signature:

NAME: \_\_\_\_\_

Philip Wieser

TITLE: Regional Administrator

DATE: \_\_\_\_\_



## CONTACT INFORMATION

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