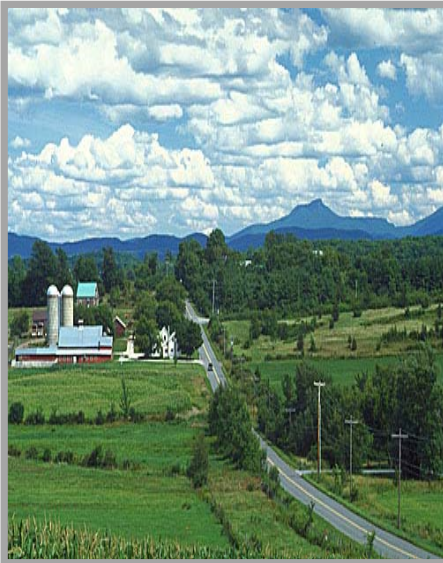


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## Vermont Governor's Highway Safety Program



# Master Plan





STATE OF VERMONT

# Vermont Governor's Highway Safety Program

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## Mission

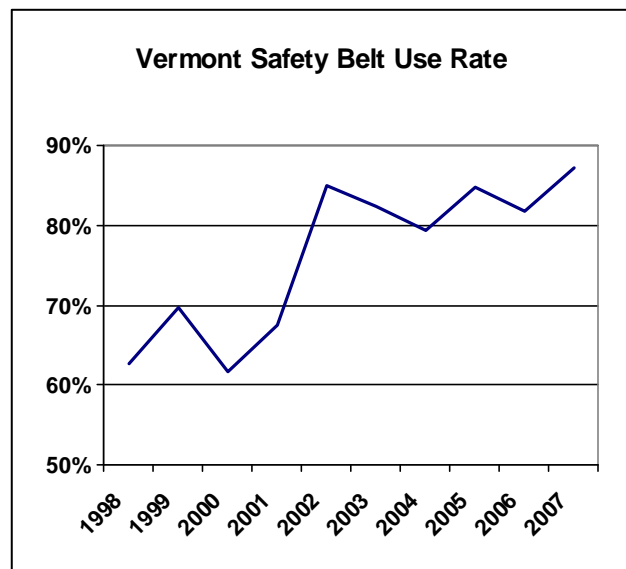
The Governor's Highway Safety Program facilitates and supports, with federal grants, a statewide network to promote safe driving behavior on the highways. Groups supported include community traffic safety programs, state, county and municipal traffic law enforcement; and state Departments of Liquor Control, 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.

## Problem Identification & Planning Process

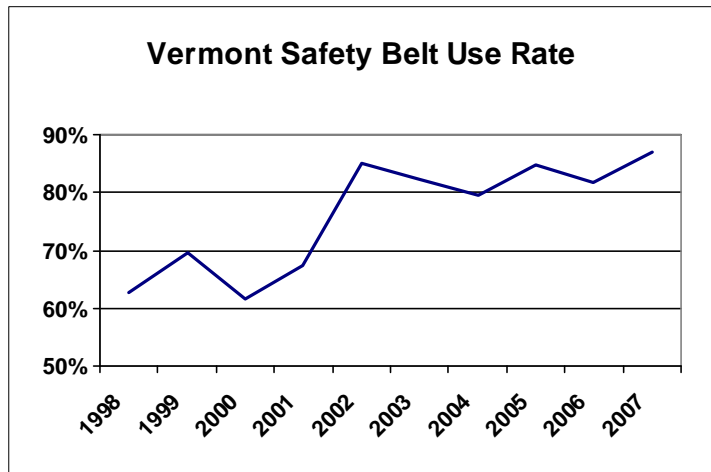
**T**HE 2008 Vermont Highway Safety Plan has had the benefit of more data analysis and problem identification research than any previous plan. Vermont's Strategic Highway Safety Planning initiative kicked off in December 2006 guided by the Vermont Agency of Transportation. The initiative brought safety partners from all over the State together to review traffic crash data for the purpose of choosing priorities. The group was presented data research organized according to the Comprehensive Emphasis Areas developed by American Association of State Highway and Transportation Officials. Based upon the analysis presented, over 100 Vermont safety advocates chose the emphasis areas they felt would result in the greatest reduction in serious traffic crashes. 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. The other two areas chosen were run off road crashes and intersection operation.

The 2008 Master Plan for the Governor's Highway Safety Program continues to emphasize the issues of impaired driving, occupant protection and young driver improvement. The selection of these issues by the Vermont Strategic Highway Safety Plan group validates the efforts the Highway Safety Program has been pursuing since its origination. The Highway Safety Program fully supports the initiatives of the State's Strategic Plan and staff members sit on many of the working group's developed in support of Strategic Plan actions.

The projects chosen to be supported by the Vermont Highway Safety Program are strategies that are working for Vermont. To combat drinking and driving, the threat of being caught driving impaired is an effective deterrent. So, we have an active program of law enforcement patrols and checkpoints to put officers on the street to both give the impression that if you drink and drive, you will be caught and to actually catch and prosecute as many



impaired drivers as possible. The threat of a ticket is also effective in encouraging motorists to Buckle Up. On that front we participate in the NHTSA Click It or Ticket campaigns and pursue an active public education effort. Because young drivers are an area of increased interest both locally and nationally, the Vermont Program puts special emphasis on that part of the driving population to grow safer drivers through peer-to-peer educational activities. We believe the mix of enforcement of highway safety laws, the education of the public to safer habits and the increased attention paid to our newest drivers will continue to show the improvements Vermont has realized in the past decades.



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 groups 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 problems 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 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 one of the lowest rates of alcohol-related deaths per 100 million miles traveled in the country for the 2005 calendar year. The rate of 0.39 is well below the national rate of 0.59. Alcohol related deaths now remain constant at around 30 per year and our rate per MMT is slightly up. In light of the growing population, many officials believe it will be difficult to have any real reduction below the current figure.

According to crash data, alcohol crash-involved drivers are overwhelmingly male (75%) and between 18 and 34 years old (56%). We have noted a slight shift in the gender of DUI alcohol-related crash operators, with a higher percent of females being involved.

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 Franklin and Rutland 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

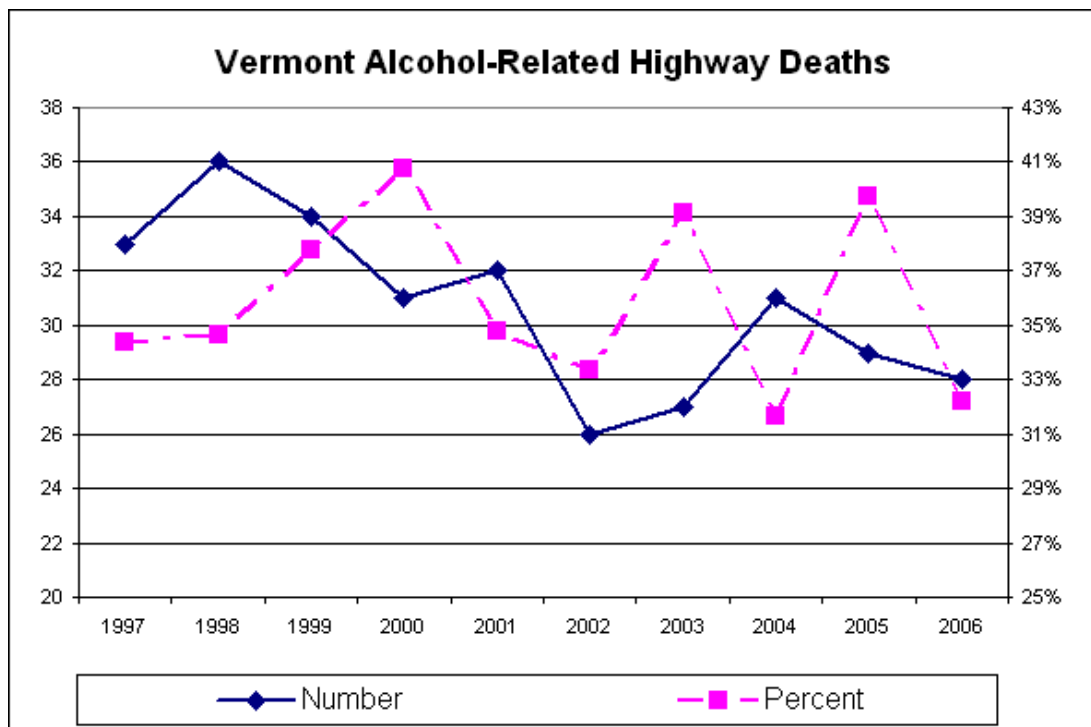
- ✓ Reduce alcohol-related traffic fatalities to less than .34 per 100 VMMT by 2011 (three-year average 2004-2006 = .38)
- ✓ Reduce alcohol-related traffic fatalities to less than .30 per 100 VMMT by 2016
- ✓ Reduce the incidence of alcohol and other drug impaired driving

## Objectives

- ✓ 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 Programs**  
**Department of Liquor Control 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**  
**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

The continued efforts of GHSP, its public and private sector partners and law enforcement agencies paid off in 2007 when Vermont achieved an 87% (preliminary) 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 a worthwhile safety measure. We achieved this rate with repeated CIOT campaigns and, in 2007, frequent reporting of the legislative debate concerning a standard enforcement law. The law passed in the Vermont House; the Senate will discuss it in the second year of the biannual session.

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 abut 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 17. Continued emphasis on booster seat use will help reduce these injuries. 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

- ✓ Increase and sustain the safety belt use rate above 85 percent (three-year average = 84.5%) and decrease fatalities of children ages 0-17 to less than .05 per 1,000 of population by 2012 (three-year average 2004-2006 of .061).

## Goals

- ✓ Increase the safety belt use rate in Vermont to 90 percent by 2015.  
Decrease fatalities of children ages 0-17 to less than .04 per 1,000 by 2015.

## Objectives

- ✓ Continue Click It or Ticket campaigns, proven to ratchet up safety belt use

## Supporting Activities

**Vermont Law Enforcement Programs**  
**Annual Safety Belt Use Survey**  
**Child Passenger Safety Classes**  
**Community Traffic Safety Program**  
**Rollover Demonstration and Education Program**  
**Department of Liquor Control 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 and Education Material**  
**Soccer Boy Educational Campaign**  
**Technician Training**  
**Tot-Seat Hotline**  
**Vermont Law Enforcement Challenge**

## 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

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

### Goals

- Short Range ✓ Establish and implement a statewide EMS database that collects data from 75% of Vermont's EMS squads by 2009 (2007 = 0%)
- Long Range ✓ Identify relevant quality indicators by 2010

### Objectives

- ✓ Identify elements needed to manage the statewide EMS system

### 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 progressing.

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.

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 (2005 = 75%)
- Long Range ✓ Increase the percent of crashes for which a police report is submitted to 95% by 2014

### Objectives

- ✓ Improve the quality, quantity, accuracy and timeliness of crash

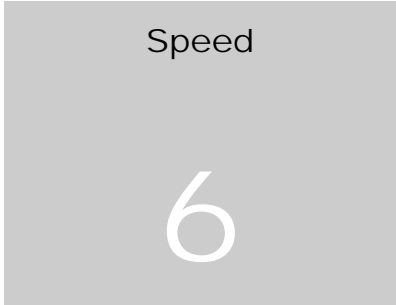
- ✓ Form an effective, efficient and cooperative analytical network

## 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

Year:	# of crashes as reported by Law Enforcement (Source: VAOT CRS)	# of crashes as reported by Operator reports (Source: DMV)	% of known crash with a Police report submitted	% Change from 2001 Baseline
2001	3,258	11,386	28.6%	
2002	10,066	17,503	57.5%	101%
2003	13,714	17,285	79.3%	177%
2004	13,793	18,220	75.7%	165%
2005	14,369	19,106	75.2%	163%

Date of runs via VAOT's CRS: April 19, 2007



# Speed

## Problem Identification

Speed is involved in most crashes. Data shows speed is identified as a contributing factor in 50% of fatal crashes and over 15% of all crashes. Not only can speed cause a crash to occur, but higher speed contributes directly to the severity of a crash when a crash occurs. Slowing down reduce both the number and severity of crashes. In 2006, when a fatalities rose by nearly 50%, law enforcement officials pledged to do as much as possible to redirect resources in an effort to slow drivers down and save lives. It worked, 2006 ended up being a nearly average year for fatalities in Vermont. The second half of the year was well below the average for fatalities because of the awareness and actions taken to slow traffic down.

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.

## Goals

- Short Range ✓ Reduce the proportion of crashes with speed as the cause to 16% by 2012 (2004 = 17.6%)
- Long Range ✓ Reduce the proportion of crashes with speed as the cause to 15% by 2017

## Objectives

- ✓ Increase compliance with posted speed limits

## Supporting Activities

- Community Traffic Safety Program**
- Countywide Safe Highways Accident Reduction Program (SHARP)**
- Department of Education Youth Programs**
- Enforcement video cameras**
- Lifesavers Event**
- Law Enforcement Liaisons**
- Speed Measuring Equipment**
- Speed Monitoring and Recording Trailer (SMART) Karts Vermont**
- Vermont Workplace Safety Program**





# Youth

## Problem Identification

Graduated Driver’s License program statistics are in for the first years of implementation. Crash rates for 16-year olds dropped 90 percent and have held those reductions. Unfortunately, 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 17 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 24, all age groups are near or below what would be expected for crash incidences.

## Problem

Young drivers are inexperienced, less likely to use safety belts, more likely to

## Goals

- Short Range ✓ Increase safety belt use to 85% for 15 through 20 year olds in fatal crashes by 2012 (three year average 2004-2006 is 44%).
- ✓ Decrease alcohol-involved crash deaths for 15 through 20 year olds to 30% (three year average 2004-06 = 40%)
- Long Range ✓ Increase safety belt use to 90% for 15 through 20 year olds in fatal crashes by 2016
- ✓ Decrease alcohol-involved crash deaths for 15 through 20 year olds to 20% of crashes by 2016

## Objectives

- ✓ Support legislation to improve Graduated Licensing Program

## Supporting Activities

- Department of Liquor Control Youth Programs**
- Governor’s Youth Leadership Conference**
- In-School Traffic Safety Shows**
- Skid Monster Pilot**
- Vermont Teen Leadership Safety Program**
- Youth Advisory Council**

## Pedestrians & 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.

## Activities for 2008

We are planning our efforts to fit in with the initiative identified in the State of Vermont Strategic Highway Safety Plan. Taking this approach, we are supporting the planning and countermeasure development of other state agencies in areas identified as having the highest potential to improve highway safety, save lives and reduce injuries and crashes.

## 2008 Enforcement Programs (Proposed)

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

## Direct Enforcement

- \$ 450,000 Enforcement Grants
- \$ 450,000 Special DUI Grants (State Funds)
- \$1,750,000 State Police DUI Officers (State Funds)
- \$ 250,000 CIOT Mobilization Task Force
- \$ 200,000 Alcohol Mobilization Task Force
- \$ 360,000 Stop Teen Alcohol Risk Teams (START) (OJJDP Funds)

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 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. Enforcement activities funded by these grants 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. Agencies working these details 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. Teams conduct education and special enforcement patrols, including highway safety and sobriety checkpoint operations. Activities are reported in detail to the Governor's Highway Safety office.

Our **DUI** grants 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 state-wide efforts.

**Four mobilizations** are planned for 2008, two for safety belts and two for impaired 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 past years, utilizing a task force of highly motivated officers and providing time-targeted funds to local and sheriffs' departments coupled with intensive education and media to create a very highly 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 teen-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 (State Funds)
\$ 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
\$ 79,000	Traffic Safety Resource Attorney
\$ 70,000	Police Equipment Mobilization Rewards
\$ 61,500	Drug Recognition Expert Program Support
\$ 100,000	Liquor Control Enforcement and Outreach Vehicle
\$ 29,000	Vermont Law Enforcement Challenge Awards Program
\$ 10,650	State and Regional Traffic Safety Conferences DUI Equipment Support Program (State Funds)

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 coffers 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 major systems have failed. We will replace this valuable resource for state law enforcement.

To encourage all departments to focus on traffic safety enforcement and education, and to maintain appropriate policies, training and procedures, the Law Enforcement Liaison developed the **Vermont Law Enforcement Challenge**. 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.

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.

Vermont Highway Safety purchased four Mobile Breath Alcohol Testing Vehicles (BAT-Mobiles), is working with the Department of Health on replacing Datamasters and supports law enforcement with hand-held breath testers as part of our **DUI Equipment Support Program**. The 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 encourages 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

\$ 200,850	Child Passenger Safety Program
\$ 209,430	Youth Alcohol and Traffic Safety Program
\$ 200,000	Motorcycle Safety Awareness Program
\$ 60,000	Vermont Workplace Traffic Safety Program
\$ 41,870	Center for Teen Leadership and Safety
\$ 20,000	Community Traffic Safety Program
\$ 12,000	Emergency Nurses CARE (ENCARE)
\$ 9,000	Elementary Education Traffic Safety Presentation

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

The Vermont Department of Liquor Control hosts the **Youth Alcohol and Traffic Safety Program** through a grant from GHSP. This statewide program uses teens for peer-to-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 Vermont Rider Education Program (VREP) of the Department of Motor Vehicles through a **Motorcycle Safety Awareness Program**. We plan to work with a variety of partners to bring public education and enforcement support to highlight and mitigate the special problems confronting motorcyclists in Vermont.

Housed at the Department of Labor, the **Vermont Workplace Traffic Safety Program** Coordinator works cooperatively within state government with occupational safety and health issues related to traffic safety issues such as occupant protection and impaired driving. The Coordinator also works with private sector business leaders as well as leaders of individual businesses to promote safety on the road and to encourage those leaders and managers to recognize the road as part of the workplace.

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-to-peer training for elementary and middle schools. The annual Governor’s Youth Leadership Conference is planned and executed by these students as are various events throughout the year to promote healthy life choices especially where roadway and traffic safety is concerned.



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 with high DUI rates and low belt use rates.



**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, equipment 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 the **Elementary Education Traffic Safety Presentations** to promote early traffic safety education in an age appropriate format.



## Education Support

\$622,000	Media Development and Paid Media Campaigns
\$ 56,000	Educational Programs Support Vehicles
\$ 3,750	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 our **Click It or Ticket; You Drink, You Drive, You Lose and Child Passenger Safety** promotion campaigns. Messages and materials will be developed and targeted to appropriate regions and audiences based on available data, surveys and crash data analysis. We will continue to produce and air top commercial spots promoting highway safety messages and work in partnership with law enforcement agencies to get local press coverage of our issues.

Educational programs and activities require the movement of materials and equipment. Over the years, we have procured vehicles to move the materials and equipment around the state to support the efforts of the child passenger program and the Teen Leadership Safety Program. Due to age and system deterioration, we now require replacement of the vehicles. These program specific vehicles allow our projects to continue in the most safe and efficient manner.

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.

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 with 100% local support.

# Evaluation

\$1,300,000	Traffic Records Data Improvement Project
\$ 65,000	Law Enforcement Crash Record Data Analyst
\$ 35,000	Crash Data Report
\$ 32,000	Safety Belt Observational Surveys
\$ 15,000	Telephone Surveys
\$ 35,000	Child Passenger Safety Restraint Use Surveys
\$ 2,700	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 expend our resources. Therefore, we are engaged in major **Traffic Records Data Systems** improvements in conjunction with the Agency of Transportation, police agencies across the state, the Departments of Motor Vehicles, Public Safety and Health and the Vermont Courts system.

A **Law Enforcement Crash Data Analyst** researches serious and fatal crashes to provide “fresh” data to allow enforcement to respond tactically to emerging crash trends. While trends for fatal crashes are usually current, other crash data is not as well reported nor analyzed. Law enforcement representatives of all types from all over the state crave current crash data and analysis. A primary responsibility is reporting trends to all agencies on 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 and educational efforts. We are also planning **Child Restraint Use and Parent CPS Surveys** to evaluate the child passenger safety program progress and needs.

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

Revised 8/25/05

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:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
  1. The dangers of drug abuse in the workplace.
  2. The grantee's policy of maintaining a drug-free workplace.
  3. Any available drug counseling, rehabilitation, and employee assistance programs.
  4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
  1. Abide by the terms of the statement.
  2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
  1. Taking appropriate personnel action against such an employee, up to and including termination.
  2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

**BUY AMERICA ACT**

The State will comply with the provisions of the Buy America Act (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:

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.

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

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

## **RESTRICTION ON STATE LOBBYING**

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

## **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

### Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and



Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification , in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

- (1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:
  - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
  - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
  - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
  - (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
- (2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

### Instructions for Lower Tier Certification

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

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

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

**ENVIRONMENTAL IMPACT**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2008 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).

\_\_\_\_\_ August 31, 2007

Commissioner Kerry Sleeper  
Governor's Highway Safety Representative

**HIGHWAY SAFETY PROGRAM COST SUMMARY**

State: VERMONT

Number: Preliminary

Date: August 22, 2007

Program Area	Federally Funded Programs							
	Approved Program Program Costs	Basis for % Change	State/Local Funds	Previous Balance 402	Increase/ Decrease	% Change	Current Balance	Federal Share To Local
CP	347,750.00	100.00		0.00	347,750.00		347,750.00	84,000.00
PT	911,900.00			0.00	911,900.00		911,900.00	589,000.00
AL	3,500.00			0.00	3,500.00		3,500.00	
EM	8,000.00			0.00	8,000.00		8,000.00	
MC	1,000.00			0.00	1,000.00		1,000.00	
OP	243,350.00			0.00	243,350.00		243,350.00	100,000.00
PA	22,500.00			0.00	22,500.00		22,500.00	
PS	1,000.00			0.00	1,000.00		1,000.00	
SC	1,000.00			0.00	1,000.00		1,000.00	
TR	35,000.00			0.00	35,000.00		35,000.00	
<b>2008 402 Total</b>	<b>1,575,000.00</b>							<b>773,000.00</b>
<b>Directed Allocations</b>								
164-HE	8,000,000.00			0.00	8,000,000.00		8,000,000.00	
J8 - 410 (Note 1)	100,000.00			0.00	100,000.00		100,000.00	
K2 - 405 (Note 1)	336,874.00			0.00	336,874.00		336,874.00	
K3 - 2011 (Note 2)	338,000.00			0.00	338,000.00		338,000.00	
K3PM - 2011	250,000.00			0.00	250,000.00		250,000.00	
K6 - 2010	200,000.00			0.00	200,000.00		200,000.00	
K8 - 410 (Note 3)	1,260,000.00			0.00	1,260,000.00		1,260,000.00	
K8 PM - 410	100,000.00			0.00	100,000.00		100,000.00	
K9 - 408	1,300,000.00			0.00	1,300,000.00		1,300,000.00	
<b>2008 Directed Total</b>	<b>11,884,874.00</b>							
<b>2008 NHTSA TOTAL</b>	<b>13,459,874.00</b>	<b>0.00%</b>	<b>0.00</b>	<b>0.00</b>	<b>12,188,724.00</b>	<b>0.00</b>	<b>13,459,874.00</b>	<b>1,546,000.00</b>

Note 1: J8 includes \$9K and K2 includes \$12K for Youth Programs replacement Van approved in NHTSA, Region 1 letter dated 8/10/07

Note 2: K3 includes \$35K Child Passenger mobile inspection van

Note 3: K8 includes \$100K for Department of Liquor Control Education and Enforcement vehicle approved in NHTSA, Region 1 letter dated 8/10/07

State Official Authorized Signature:

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

Kerry Sleeper, Commissioner

TITLE: Governor's Representative

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

NHTSA Official Authorized Signature:

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

Philip Wieser

TITLE: Regional Administrator

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