

2006 Vermont Highway Safety

Master Plan Document

Table Of Contents

Mission Statement

Problem Identification and Planning Process	1
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Program Areas:

Alcohol and Other Drugs	4
Occupant Protection	6
Child Passenger Safety	9
Emergency Medical Services	11
Traffic Records	12
Speed	14
Youth	15
Roadway Safety, Pedestrians and Bicycles	17
Motorcycle Safety	

Projects Worksheets:	18
-----------------------------	----

Vermont's Planned Highway Safety Activities For 2004 (Proposed)

Enforcement Programs

Annual Vermont Law Enforcement Challenge	20
Local Enforcement Grant Program	20
Safe Highways Accident Reduction Program (SHARP)	20
Stop Teen Alcohol Risks Teams (START)	21
Department Of Liquor Control Compliance Checks	21
Vermont State Police Programs	22

Enforcement-Support Programs

Coordinator Of Alcohol Traffic Safety Programs	23
DUI Resource Attorney	23
Law Enforcement Liaison	24
Chief's of Police Traffic Safety Coordinator	24
Mobile Breath Alcohol Testing Vehicles	24
Enforcement Equipment Purchase	25
Equipment Library	25

Educational Programs

Child Passenger Safety Specialist	26
Child Safety Seat Inspection Trailer	27
Child Safety Seat Distribution Program	27
Community Traffic Safety Programs	27
Emergency Nurses CARE	28
Network Of Employers For Traffic Safety (Nets) Coordinator	28
Annual Safety Belt Use Survey	28
Convincer Demonstration And Education Program	29
Skid Monster Program	29
Department Of Education Youth Programs	29
Elementary School Education Programs	30
Public Information And Education	30
Public Information Officer	31

Other Programs

Traffic Records	31
Emergency Medical Services Activities	32
Lifesavers Event	32

Certifications	33
-----------------------	----

Financial Information	41
HSP 217 (Preliminary)	

Contact Information	
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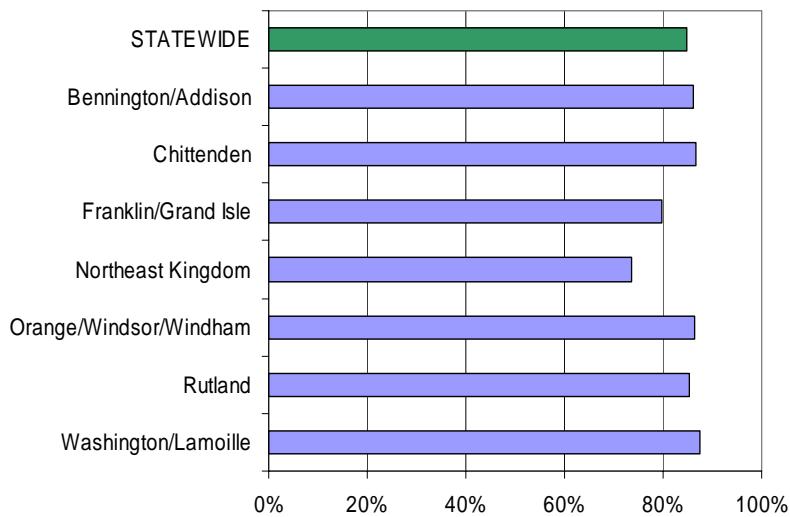


VERMONT'S 2006 HIGHWAY SAFETY PROBLEM IDENTIFICATION AND PLANNING PROCESS

We know what works, and have worked hard at Vermont's Governor's Highway Safety Program to continue to implement successful programs. We have another Click It or Ticket campaign under our belt that was greatly expanded in scope. We had a target of a five percent increase,

and achieved an 11 percent rise in our seat belt rate. Public awareness of the campaigns remains above the 80 percent level. Yet despite our successes, Vermont continues to face major hurdles. Reduced and late funding make it difficult to maintain baseline programs. Our lowest belt use rates, and highest incident rates of DUI, are in our most rural regions, with few law enforcement and media resources available.

2005 Vermont Belt Use by Region



the roadways. This information reinforces the national research that it is the “threat” of a ticket that encourages safe driving habits.

As noted, the uncertainty of federal funding has had an impact on law enforcement activities. While campaigns have continued unabated, traffic enforcement through programs such as Safe Highways Accident Reduction Program (SHARP) have tailed off. We were only able to fund at about 35 percent of previous levels. Since law enforcement budgets are already stretched thin,

lack of grant money is hurting traffic enforcement efforts. We have targeted 2006 grant dollars to very specific areas and very specific projects, such as DUI enforcement in regions with known problems on known nights. But this eliminates the random patrols and increases the lack of visibility of law enforcement.

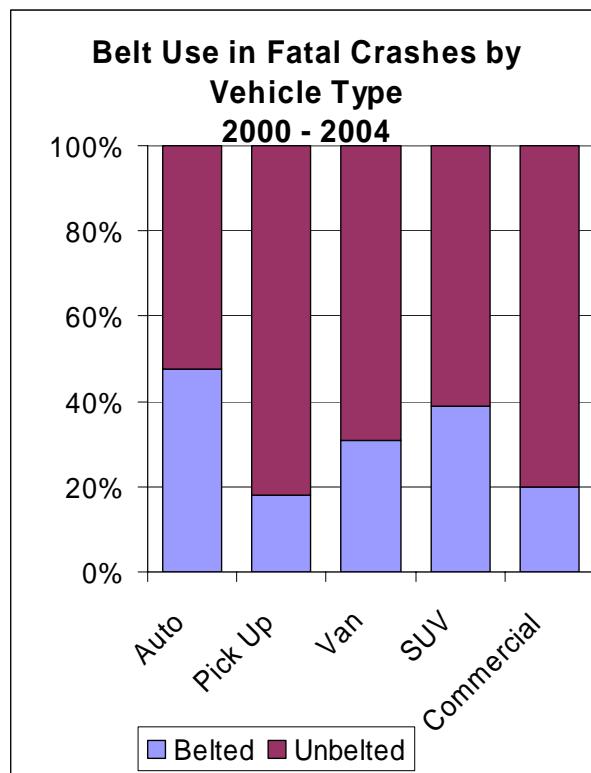
Vermont's success could not have been achieved without the support and commitment of our law enforcement agencies and educational partners. GHSP commends their dedication and support of our initiatives. It is not lack of effort on the part of law enforcement or education programs that has led to an increase in our fatalities, or to the ever present backward slide of our seat belt rate. We know each campaign will have a ratcheting effect on our rates, but it is discouraging to law enforcement to see seat belt rates slip below 80 percent, and to see such a large portion of our fatals unbelted. Vermont continues to have a secondary belt law, despite efforts to change to a standard law. Many officers have commented that it is time for a change, rather than continue campaigns.

And like last year, the decline in seat belt use rates and the increase in fatalities this year show that we cannot relax our efforts one iota. We need to do more with less, without overburdening a system that is already asked to do too much. We are looking at our own funding practices, to see how GHSP can obtain greater visibility of law enforcement efforts by encouraging multi-jurisdictional approaches. New, innovative approaches need to be tried, such as the task force used in the 2005 CIOT campaign, which resulted in an extraordinary number of contacts with the motoring public and an increase in belt use of **twice** our goal.

We held law enforcement grant training seminars around the state, discussing "regional" law enforcement efforts more geared toward our campaigns rather than local priorities. We are also planning, in conjunction with Vermont State Police, a Traffic Safety Summit to be held in November of 2005. The Summit will bring together all levels of law enforcement to discuss strategies for combating our increase in aggressive driving, along with coordination of diminished resources to best tackle highway safety issues.

The pages that follow are our plan for the coming year, and describe our planning process and problem identification. But we need to point out that we are planning for the long term with short term resources. We have established successful strategies, learned through national programs and our own. Principal among these strategies are well-planned, high-visibility campaigns and educational efforts. These campaigns take dedicated employees to manage, funds to pay for media and law enforcement efforts, and time to plan, organize and execute.

Thanks to generous funding made available through the extended TEA-21, funding has been available. Yet late authorization and release of funding has deprived us of time. In addition,



lack of predictability due to failure to pass a long-term budget has made it difficult to plan more than a month or two in advance. While we should be planning next year's activities we are struggling to maintain the most basic infrastructure of educators, enforcers and staff that we have developed over the past ten years. Budgetary concerns leave us unable to replace positions and programs.

It has been difficult to manage highway safety programs in this environment. The beauty of ISTEA and TEA-21 was the ability to plan with a reasonable expectation of funding levels and timely receipt of those funds. More project managers and grant-funded advocates have phased out of highway safety activity in the last six months that we have seen in ten years. Projects not currently active or under recruitment include the SCOPE deputy positions, VTNETS, Rutland Community Traffic Safety Program and the Safe Kids Buckle Up Coordinator.

Nonetheless, there is much to be done. We will strive to maintain successes and reverse negative trends. We are making every effort to prioritize the use of each dollar to ensure movement toward our goals. We will be working to bring free resources to bear on our programs and goals, but this is more labor intensive and time-consuming than purchasing resources. We are hopeful that the recent budget passed will be generous enough to allow us to continue to benefit from the skills and talents of the grant-funded positions we use to augment the work of the staff.

Finally, Vermont is inaugurating a process to develop a Comprehensive Highway Safety Plan this year. The Agency of Transportation and GHSP have been planning all year, and we anticipate a kick-off meeting in mid-September of 2005. Thanks to supportive funding from FHWA, a contract has been awarded to the Vermont Center for Justice Research to analyze Vermont crash data. Utilizing AASHTO's research on this subject, the Center will use Vermont's data to rank ASSHTO's 22 priority prevention measures to determine the most effective ones for Vermont highway safety issues. It is our plan to enlist as many state government departments and non-governmental organizations into action on these top priorities. It is understood that no additional resources will be available for this initiative, but it is our hope that bringing current resources to bear and by focusing attention on problem areas, citizens will be safer on our roadways and government expenses can be reduced, improving the quality of life for Vermonters.

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. The real number of deaths was 27, a significant reduction from Vermont's historical highs.

We are not satisfied. We know the 2002 accomplishment was obtained in a banner year. In 2003 the number of people who lost their lives rose by two. Although we expect fluctuations, we hate to see rises in the numbers of deaths due to alcohol.

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

- | | |
|--------------------|--|
| <u>Short Range</u> | ✓ Reduce alcohol-related fatal crashes to less than .70 per 1000 population by 2010 (three-year average) (2000-2002 = .82) |
| <u>Long Range</u> | ✓ Reduce alcohol-related fatal crashes to less than .50 per 1000 population by 2015 (three-year average) |

Objectives	<ul style="list-style-type: none"> ✓ 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	<p>Act 117 regional and community DUI enforcement program Alcohol Detection Equipment and Support Breath Alcohol Mobile Testing Units (BAT MOBILES) Community Traffic Safety Programs 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 Liaison 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</p>

OCCUPANT PROTECTION

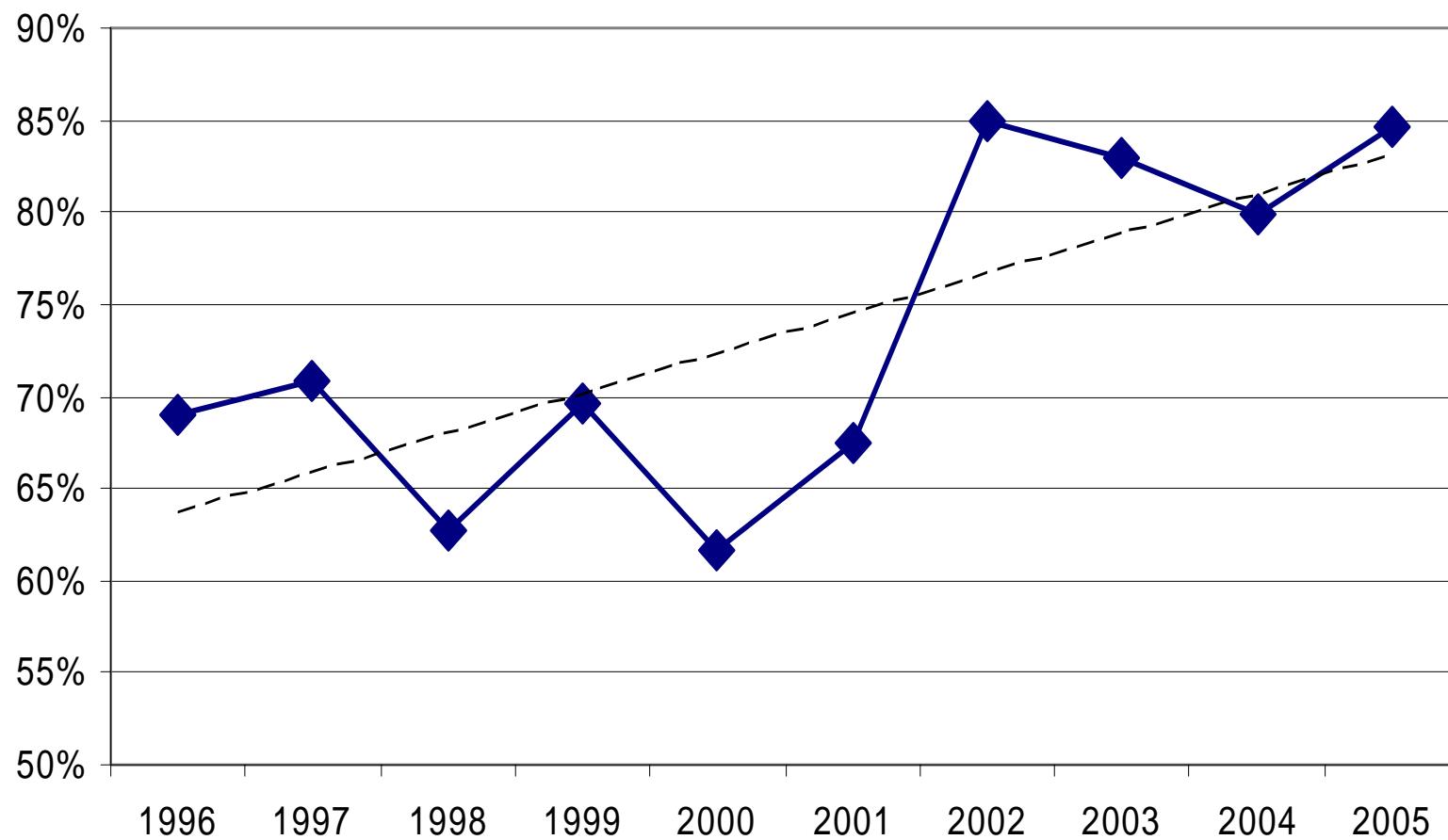
Problem Identification	<p>The recent CIOT campaign put Vermont back above the National average, and well above goals set three years ago. Yet the pre-campaign survey showed that we dropped to 74 percent. Slippage of rates achieved is expected, but this is too large a swing, despite the continued and best efforts of GHSP and law enforcement agencies. Youth and male pick up truck drivers continue to be the most difficult population to convince that buckling up is the best safety measure. If Vermont wants to raise seat belt usage further, all available research and experience of other States and Canadian Provinces indicate that passage of a standard law would be the next logical step. We have achieved 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. Recent surveys show that Vermonters think law enforcement is less visible, therefore the threat of a ticket is reduced. We need to change this perception, since it is perception and not reality.</p>				
Problem Statement	<p>Southeastern Vermont has the lowest rates. The region abuts the Massachusetts and New Hampshire borders, both states with low belt use. Young adults are those most likely to be unbelted and those 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.</p>				
Goals	<table border="0"> <tr> <td data-bbox="514 1056 677 1087"><u>Short Range</u></td><td data-bbox="775 1056 1434 1129"> <ul style="list-style-type: none"> ✓ Increase the safety belt use rate to 90 percent by 2009 </td></tr> <tr> <td data-bbox="514 1129 677 1161"><u>Long Range</u></td><td data-bbox="775 1161 1434 1235"> <ul style="list-style-type: none"> ✓ Increase the safety belt use rate in Vermont to 95 percent by 2015 </td></tr> </table>	<u>Short Range</u>	<ul style="list-style-type: none"> ✓ Increase the safety belt use rate to 90 percent by 2009 	<u>Long Range</u>	<ul style="list-style-type: none"> ✓ Increase the safety belt use rate in Vermont to 95 percent by 2015
<u>Short Range</u>	<ul style="list-style-type: none"> ✓ Increase the safety belt use rate to 90 percent by 2009 				
<u>Long Range</u>	<ul style="list-style-type: none"> ✓ Increase the safety belt use rate in Vermont to 95 percent by 2015 				
Objectives	<ul style="list-style-type: none"> ✓ Increase the public's knowledge of the benefits of using safety belts ✓ 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, including a standard belt law, proven to be the most effective and least expensive way to increase use ✓ Continue Click It or Ticket campaigns, proven to significantly increase belt use in Vermont 				

Supporting Activities

Annual Safety Belt Use Survey
Chiefs Highway Safety Programs Coordinator
Child Passenger Safety Specialist
Safe Kids Buckle Up Coordinator
Community Traffic Safety Programs
Rollover Demonstration and Education Program
Countywide Safe Highways Accident Reduction Program (SHARP)
Department of Education Youth Programs
Emergency Medical Services Programs
Emergency Nurses CARE
Lifesavers Event
Elementary Education Presentations
Law Enforcement Liaison
Public Information Officer
Criminal Justice Training Council Traffic Safety Training Officer
Vermont Law Enforcement Challenge
Vermont State Police Programs
Coalition building



Vermont Seat Belt Use Rate



CHILD PASSENGER SAFETY

Problem Identification

Many parents and caregivers do not understand the importance of restraint use in protecting their children. If children themselves learn the use of restraints at an early age, life-long use is more likely to occur. With this in mind, CPS programs in Vermont continue to strive to educate for restraint use for all occupants in a motor vehicle. Education targets the entire family with the idea that unrestrained passengers are a threat to all occupants.

We are reviewing our investment in child passenger safety programs, with a desire to empower the program with more local activity, and free GHSP staff for grant monitoring, development, planning and educational activity. Working with an outside national consultant and instructor team members, a planning summit was conducted this past summer. We are working with Fletcher Allen Health Center (the state's largest hospital) wellness program, which support the Safe Kids Coalition Buckle Up Coordinator, and other statewide partners to develop a stronger program. Annual technician training, toll-free information line, web site information and inspection station recruiting are on-going. New advocates and activists are being brought into the program and are assisting with responsibilities.

Problem Statement

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. Incompatibilities exist between car seats and vehicles, and as children grow seat use must change to accommodate the child's changing body. This means we must have trained technicians to assist families with use and installation. Advocates who deal with families (law enforcement, health care personnel, child care providers and schools) must also be trained in current and consistent information in this ever-changing CPS field.

Goals

Short Range ✓ Decrease fatalities of children ages 0-17 to less than .05 per 1,000 of population by 2010

Long Range ✓ Decrease fatalities of children ages 0-17 to less than .04 per 1,000 by 2015

Objectives

- ✓ Help Vermont parents to correctly use child safety seats and restraints every time children are transported in passenger vehicles
- ✓ Increase the ability of families to receive local community assistance and education on the correct use of seats
- ✓ Increase police leaders' and patrol officers' knowledge of the benefits of enforcing child passenger laws

- ✓ Increase the knowledge of CPS best practices to day care providers, school officials and health care personnel
- ✓ Increase knowledge and promotion of child passenger issues in doctors' offices, hospitals, birthing centers, schools and child care centers
- ✓ Continue use of coalition in broad education initiatives, including mailings to appropriate schools by the Dept. of Education, etc.

Supporting Activities

Child Passenger Safety Classes
 Child Passenger Safety Specialist
 Child Passenger Safety Technical Support
 Child Safety Seat Distribution Program
 Community Traffic Safety Programs
 Countywide Safe Highways Accident Reduction Program (SHARP)
 Fitting stations
 GHSP and Safe Kids Safety Seat Inspections
 Lifesavers Event
 Law Enforcement Liaison
 Public Information Officer
 Public Information and Education Materials
 Safe Kids Coalition Buckle Up Coordinator
 Safety Seat Inspections
 Soccer Boy Educational Campaign
 Statewide Certified Technician Network
 Technician Training
 Tot Seat Hotline
 Vermont Network of Employers for Traffic Safety Coordinator

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"> ✓ Identify elements needed to manage the statewide EMS system ✓ Work to obtain buy-in from individual EMS squads to support a statewide EMS database
Supporting Activities	<ul style="list-style-type: none"> 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. It is a very slow moving process, however. The newly designed crash report form has been well accepted and increased reporting by a factor of at least three, but the collection system is still paper-based and manual. This system makes timely, crash-based evaluation of the traffic system performance or safety activities impossible. In 1999, the Agency of Transportation initiated a new pc-based data collection system, but a procedure of electronic data transfer of the crash information from reporting police agencies to the data set is progressing very slowly. 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	Currently, 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	<table><tr><td><u>Short Range</u></td><td>✓ Increase the percent of crashes for which a police report is submitted to 50% by 2009 (2000 = 29%)</td></tr><tr><td><u>Long Range</u></td><td>✓ Increase the percent of crashes for which a police report is submitted to 75% by 2014</td></tr></table>	<u>Short Range</u>	✓ Increase the percent of crashes for which a police report is submitted to 50% by 2009 (2000 = 29%)	<u>Long Range</u>	✓ Increase the percent of crashes for which a police report is submitted to 75% by 2014
<u>Short Range</u>	✓ Increase the percent of crashes for which a police report is submitted to 50% by 2009 (2000 = 29%)				
<u>Long Range</u>	✓ Increase the percent of crashes for which a police report is submitted to 75% by 2014				

- | | |
|-------------------|---|
| Objectives | <ul style="list-style-type: none">✓ 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 |
|-------------------|---|

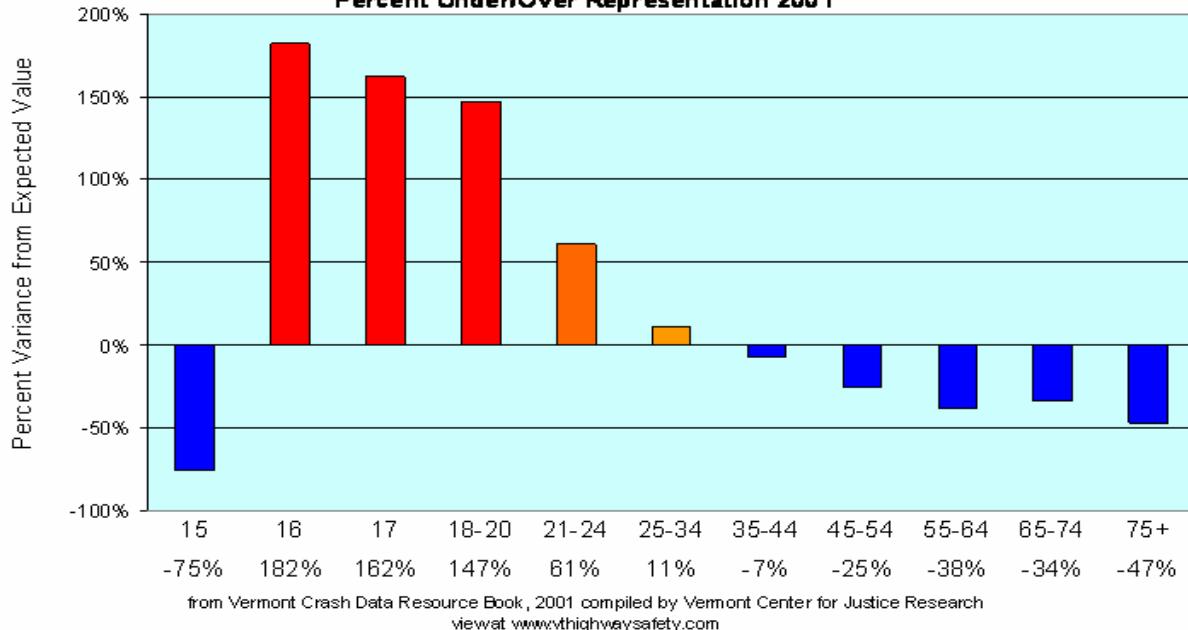
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|------------------------------|--|
| Supporting Activities | <ul style="list-style-type: none">Link Transportation and Public Safety crash reporting systemsSupport an active Traffic Records CommitteeMaintain a traffic data analysis capabilityPublish The Vermont Crash Data Resource BookLifesavers EventPolice Liaison |
|------------------------------|--|

Problem Identification	Speed continues to be a problem in Vermont, the leading cause of fatal crashes and among the top three, along with inattention and failure to yield, for all crashes. As speed increases, the possibility of a crash and the severity of the crash increases. The percentage of fatal crashes that list "speed" or "failure to maintain control" as a cause clearly show the result of speed. Reducing speeds will reduce the number of crashes as well as the severity of crashes that do occur. In just one high crash location on the Interstate, both State Police and Sheriff's Department spend time almost every day running radar, yet the number of violations and crashes at this site remain constant. This clearly demonstrates the public disregard for speed limits and safe driving habits. More work needs to be done on speed enforcement. However, with every police agency facing personnel shortages, this comes at a time when agencies are already stretched too thin.
Problem Statement	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	<p><u>Short Range</u> ✓ Reduce the proportion of crashes with speed as the cause to 18% by 2010 (2002 = 20%)</p> <p><u>Long Range</u> ✓ Reduce the proportion of crashes with speed as the cause to 15% by 2015</p>
Objectives	<ul style="list-style-type: none"> ✓ Increase compliance with posted speed limits ✓ Reduce the incidence of speeding in the 18-24 age group ✓ Increase the awareness of the consequences of speeding ✓ Increase the perception and reality of apprehension
Supporting Activities	Community Traffic Safety Programs Countywide Safe Highways Accident Reduction Program (SHARP) Department of Education Youth Programs Enforcement video cameras Lifesavers Event Law Enforcement Liaison Public Information Officer Speed Measuring Equipment Speed Monitoring and Recording Trailer (SMART) Karts (22) Vermont Network of Employer Traffic Safety (VNETS)

YOUTH

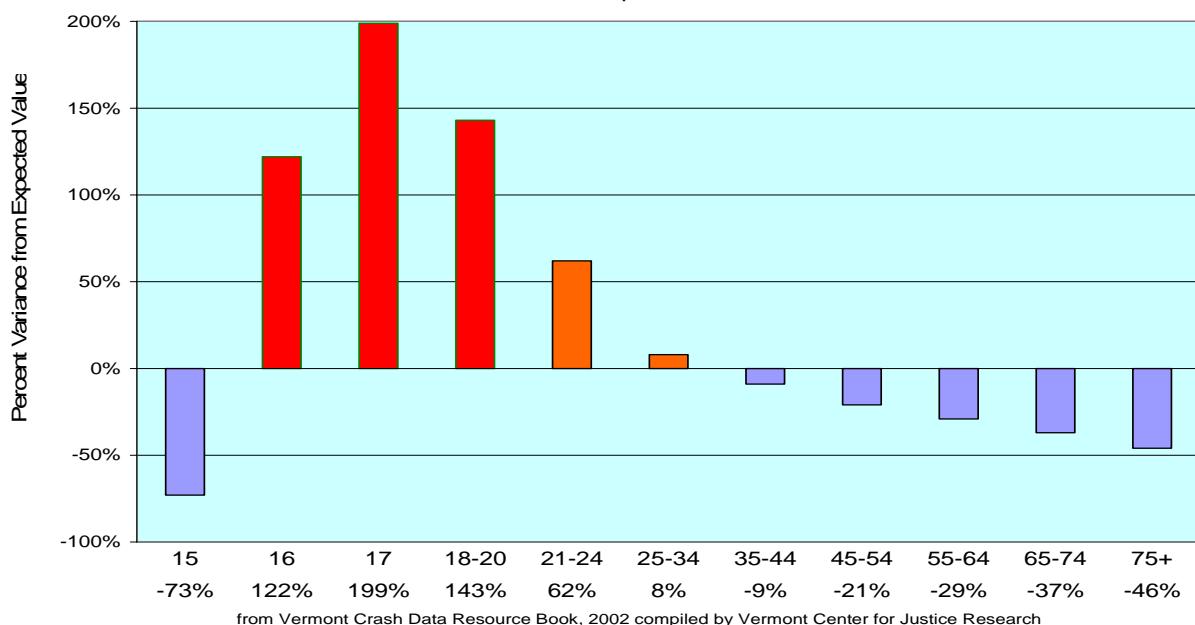
Problem Identification	Statistics are in for the first year of drivers to go through the Graduated Driver's License program and the news is good. Crash rates for this age group dropped 40 percent. Yet young drivers continue to be the highest risk drivers on the road. Drivers 16 to 24 are consistently 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 incidence.
Problem Statement	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.
Goals	<p><u>Short Range</u></p> <ul style="list-style-type: none"> ✓ Increase safety belt use to 85% for 15 through 20 year olds in crashes by 2009 ✓ Decrease alcohol-involved deaths for 15 through 20 year olds to 25% (three-year average) of crashes by 2009 (2002-04 = 46.1%) <p><u>Long Range</u></p> <ul style="list-style-type: none"> ✓ Increase safety belt use to 90% for 15 through 20 year olds in crashes by 2014 ✓ Decrease alcohol-involved deaths for 15 through 20 year olds to 20% (three-year average) of crashes by 2014
Objectives	<ul style="list-style-type: none"> ✓ Support legislation to improve Graduated Licensing Program ✓ Train law enforcement officers in the benefit of enforcing (writing tickets) traffic safety violations and alcohol zero tolerance laws ✓ Increase the number of high schools participating in the Vermont Teen Leadership Safety Program ✓ Encourage the use of the new Teen Alcohol Safety Program database, enabling law enforcement to better enforce underage drinking laws.
Supporting Activities	<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>

Figure 4.1
Representation of Operator Age Groups in Crashes
Percent Under/Over Representation 2001



The chart above remained relatively unchanged for a decade. The chart below shows the first year results after the Graduated Driver's License went into effect, a 40 percent decrease in crash rates for 16-year-old drivers.

Representation of Operator Age Groups in Crashes
Percent Under/Over Representation, 2002



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 three-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.

2006 402 FUNDS

PROGRAM AREAS

	Total	Alcohol	OccProt	CPS	EMS	Ped/Bcy	Speed	Records	Rd.Safe	To Local
Child Passenger Support	\$107,750		\$44,750	\$63,000						\$77,000
CTSPs	\$53,950	\$17,950	\$18,000	\$13,000		\$2,500	\$2,500			\$53,950
EMS Activities	\$7,000				\$7,000					\$7,000
Elementary Educational Activity	\$7,000		\$2,500	\$2,500		\$2,000				\$7,000
VNETS Coordinator	\$57,700	\$15,000	\$27,200	\$2,500		\$3,000	\$10,000			\$57,700
Law Enforcement Challenge	\$10,000	\$2,000	\$2,500	\$2,000		\$1,000	\$2,500			\$10,000
Law Enforcement Liaison	\$57,000	\$30,000	\$18,000	\$3,000			\$6,000			\$45,000
Public Information Officer	\$56,000	\$16,000	\$16,000	\$4,500		\$3,000	\$16,500			\$27,500
SHARP(County Based Enf.)	\$250,000	\$113,000	\$58,000	\$10,000		\$5,000	\$64,000			\$250,000
Youth Programs (DOE)	\$153,600	\$71,500	\$62,000				\$20,100			\$45,000
2005 Allocation Total	\$760,000	\$265,450	\$248,950	\$100,500	\$7,000	\$16,500	\$121,600	\$0	\$0	\$580,150
2004 Rollover 402 (Estimate)										
Belt Use Survey	\$13,000		\$13,000							\$0
Child Passenger Support	\$8,000			\$8,000						\$8,000
CTSP	\$10,000	\$2,000	\$3,000	\$2,000		\$1,000	\$2,000			\$10,000
Program Administration	\$14,000	\$6,000	\$5,000				\$3,000		\$0	\$0
Lifesaver Event	\$5,000	\$2,500	\$1,250	\$600			\$650			\$5,000
Youth Programs (DOE)	\$10,000	\$4,000	\$4,000				\$2,000			\$6,500

Annual 402 Program

Rollover Total (Estimate)	\$60,000	\$14,500	\$26,250	\$10,600	\$0	\$1,000	\$7,650	\$0	\$0	\$29,500
402 Estimated Programs Total	\$820,000	\$279,950	\$275,200	\$111,100	\$7,000	\$17,500	\$129,250	\$0	\$0	\$609,650
Vermont Special Fund										
Act 117 Local Enforcement Fund	\$356,750	\$356,750								
Federal Special Funds										
TEA 21 164 DUI Sanctions	\$4,518,505								\$4,518,505	\$0
TEA 21 OP Grants 405A	\$175,000		\$97,000	\$137,000						\$104,500
2003b CPS	\$38,000		\$49,000	\$11,000						\$0
410 Alcohol Funds	\$255,000	\$255,000								\$37,500
411 Data Improvement	\$610,000							\$610,000		\$0
157 Incentive	\$50,000		\$50,000							\$25,000
157 Innovative	\$400,000		\$400,000							\$160,000
163 .08 Incentive	\$450,000	\$250,000	\$250,000				\$400,000			\$170,000
2006 Total Plan	\$8,604,255	\$1,141,700	\$1,121,200	\$659,100	\$7,000	\$17,500	\$529,250	\$610,000	\$4,518,505	\$1,106,650

Vermont's Planned Highway Safety Activities for 2006

2006 ENFORCEMENT PROGRAMS (Proposed)

ANNUAL VERMONT LAW ENFORCEMENT CHALLENGE

Mirrored after the national Chiefs Challenge sponsored by International Association of Chiefs of Police, the Challenge serves as a showcase for the best traffic safety programs in the state for the law enforcement community. Participation in the Challenge has almost doubled since its inception four years ago, and we hope to maintain participation as agencies face increased responsibilities and staffing shortages. We are proud to again say that Vermont departments have won at the national level in 2005. Vermont's team that oversees the Challenge includes a Sheriff, a State Trooper, a Municipal police officer and our Law Enforcement Liaison. The Vermont Challenge has its own web site, which can be accessed at www.vlec.homestead.com.

Program Areas Supported:

- Occupant Protection
- Child Passenger Safety
- Speed
- Alcohol and Drug Countermeasures

LOCAL DUI ENFORCEMENT GRANT PROGRAM

Portions of our state funds have been set aside to support local DUI law enforcement efforts. These grants will be for local and county law enforcement agencies to allow increased enforcement personnel hours to react to local needs not met by SHARP, local capacity or State Police coverage. GHSP currently has 37 such grants in place. The grants are guided by policy created by a working group of local, county and state police officials and highway safety program representatives.

SAFE HIGHWAYS ACCIDENT REDUCTION PROGRAM (SHARP)

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 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, using scheduled overtime hours. Activities will be according to an approved deployment schedule submitted to and accepted by GHSP.

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. All violations will be investigated and reported.

Team members distribute PI&E materials to promote compliance with laws, educate the motoring public, and promote enforcement initiatives. They participate in planned PI&E and special events to the maximum extent possible. SHARP projects will use “Safe and Sober” themes and materials in their activities.

Program Areas Supported: Alcohol and Drug Countermeasures
 Occupant Protection
 Child Passenger Safety
 Pedestrian and Bicycle Safety
 Speed

STOP TEEN ALCOHOL RISKS TEAMS (START)

This program is 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) is expected to continue providing overtime funding for response to reported underage drinking events.

Program Areas Supported: Alcohol & Drug Countermeasures
 Youth

DEPARTMENT OF LIQUOR CONTROL COMPLIANCE CHECKS

These operations by the Department of Liquor Control were piloted by GHSP funds, but now are an ongoing regular activity of DOL.

Program Areas Supported: Alcohol and Drug Countermeasures

VERMONT STATE POLICE PROGRAMS

NORMAL OPERATIONS: Vermont State Police officers will conduct speed traffic enforcement during normal duty days. Officers will actively and aggressively enforce speed laws and pursue other violations as appropriate, with special emphasis on DUI and occupant protection laws. VSP leadership has acknowledged the importance of traffic enforcement and partnering with other police agencies whenever possible.

ALCOHOL-RELATED ACTIVITIES: The Vermont 1997-98 Legislature created a Vermont State Police DUI enforcement program. The program consists of a team of 16 full-time state police officers to combat impaired driving in Vermont. They will conduct sobriety checkpoint and patrol operations as a normal course of duty. These officers will actively and aggressively enforce DUI laws and pursue other violations (i.e. speed and occupant protection) as appropriate.

COMBINED ACCIDENT REDUCTION EFFORT: This program allows the State Police to more aggressively reduce the occurrence of DUI by targeting specific times of day and periods of the year when DUI is likely to occur. The program also allows the State Police to target areas of concern as they arise over the course of the year, such as the high number of unbelted operators who died as a result in Addison and Rutland Counties, or where there are high occurrences of teen drinking. The program allows for a sweeping approach to the problems of occupant protection and drinking and driving and grants flexibility to pinpoint areas of concern.

Program Areas Supported: Alcohol and Drug Countermeasures
Occupant Protection
Speed

2006 ENFORCEMENT SUPPORT PROGRAMS (Proposed)

COORDINATOR OF ALCOHOL TRAFFIC SAFETY PROGRAMS

The legislatively established Coordinator of Alcohol Traffic Safety Programs will monitor and coordinate 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, will develop 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.

Program Areas Supported: Alcohol and Drug Countermeasures

DUI RESOURCE ATTORNEY

The DUI Resource Attorney, located in the Office of State's Attorneys, supports efforts to remove and sanction drivers arrested for driving after drinking. The Resource Attorney provides legal support on appeals with statewide or constitutional impact or in areas where local prosecutors have limited experience. The Attorney provides informational, training and legal research support to prosecutors and enforcement officers. The 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.

Program Areas Supported: Alcohol and Drug Countermeasures

LAW ENFORCEMENT LIAISON

The primary function of this position is to provide a direct conduit between this office and enforcement agencies involved in traffic safety. Effective communication promotes increased participation in both state sponsored safety programs and NHTSA theme periods. By virtue of policing experience, the LEL has first hand knowledge regarding the most productive methods of achieving maximum cooperative enforcement efforts.

Program Areas Supported: Alcohol and Drug Countermeasures

 Occupant Protection

 Child Passenger Safety

 Pedestrian and Bicycle Safety

 Speed

 Aggressive Driving

CHIEFS' OF POLICE TRAFFIC SAFETY COORDINATOR

This position develops regional training opportunities for all highway safety enforcement initiatives and equipment, trains police recruits on motor vehicle law and its importance and supports our CPS technician training as an instructor. The position also provides networking and organizes semi-annual training for School Resource Officers. The coordinator coaches municipal departments in grant applications and Vermont Law Enforcement Challenge applications and works closely with the Law Enforcement Liaison on all other issues.

Program Areas Supported: Alcohol and Drug Countermeasures

 Occupant Protection

 Child Passenger Safety

 Pedestrian and Bicycle Safety

 Speed

 Aggressive Driving

MOBILE BREATH ALCOHOL TESTING VEHICLES

We have purchased four Mobile Breath Alcohol Testing Vehicles (BAT-Mobiles). 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, especially during campaigns such as "You Drink, You Drive, You Lose."

Program Areas Supported: Alcohol and Drug Countermeasures

ENFORCEMENT EQUIPMENT PURCHASES

Funds are used to support agencies active in traffic enforcement with equipment selected by the DUI Policing Task Force, including:

- Booking Area Video Systems
- Tire Deflation Devices
- Police Cruiser Video Systems
- Radar Systems
- Universal Signage and Safety Packages
- Datamaster Infrared Systems
- Emergency Flares
- Alcohol Testing Equipment
- Laser Speed Detection Units

Program Areas Supported: Alcohol and Drug Countermeasures
 Occupant Protection
 Child Passenger Safety
 Pedestrian and Bicycle Safety
 Speed

EQUIPMENT LIBRARY

GHSP will continue to make available to communities and law enforcement agencies equipment they may not otherwise be able to obtain. The Resource Library already contains speed detection trailers, a DUI enforcement motor home, two hand-held radar units, TV/VCR combinations, display equipment and various small items.

Program Areas Supported: Speed
 Alcohol and Drug Countermeasures
 Occupant Protection
 Child Passenger Safety

2006 EDUCATIONAL PROGRAMS (Proposed)

CHILD PASSENGER SAFETY SPECIALIST

The Child Passenger Safety Specialist is responsible for administration and oversight of Vermont's Child Passenger Safety Program. The Specialist provides demonstrations, child seat

inspections, and informational displays at public events (i.e. fairs, conventions, shopping malls and home shows).

The Specialist maintains a statewide network of advocates to facilitate and expedite integration of child safety education into host programs by planning and conducting workshops to certify selected volunteers from around the state as qualified trainers and advisors on child passenger safety issues. The Governor's Highway Safety Office is the lead agency in certifying qualified trainers and advisors in providing standardized, uniform child safety education, technical assistance and support for host programs around the state. Host programs include pre-school and day care facilities; community, private, and state health care agencies; child/parent development centers; prenatal clinics; and child seat loaner programs.

The Specialist works closely with program participants to keep them informed and up-to-date on child safety issues, including integration of child issues into other highway safety initiatives.

The Specialist is the primary clearing house and distribution point for child passenger safety information, literature, and promotional materials to host programs. The Specialist also generates and distributes child safety seat recall notices, and works with the PIO on press releases, public interest articles, public service announcements and other information. The Specialist responds to public inquiries regarding child transportation and provides information and statistical data upon request, including testimony to legislators.

The Specialist encourages community leaders and advocates developing local child safety transportation projects. Also, the Specialist organizes networking and training opportunities, including NHTSA and other federally supported programs, for advocates and local interest groups. The Specialist participates in meetings, seminars and conferences at the state and national levels, including the Vermont Safe Kids Coalition and Lifesavers, as time and resources permit.

Program Areas Supported: Occupant Protection
Child Passenger Safety

CHILD SAFETY SEAT INSPECTION TRAILER

Child safety seat inspection trailer provides the program with the ability to establish and deliver standardized packages of inspection-management materials. The trailer is supplied with inspection forms and information, traffic control equipment and portable shelters. This trailer will help the inspectors to better manage the event and create a safer environment for the public and the inspection workers.

Program Areas Supported: Occupant Protection and Child Passenger Safety

CHILD SAFETY SEAT DISTRIBUTION PROGRAM

The Child Passenger Specialist manages the purchase and distribution of child safety seats for income-eligible Vermont parents. The program consists of establishing program guidelines and procedures, training program volunteers, seat procurement, warehousing, and distribution network, providing technical guidance and training to program workers; managing the financial aspect of the program; and overseeing general program implementation and activity.

Program Areas Supported: Child Passenger Safety

COMMUNITY TRAFFIC SAFETY PROGRAM

Each CTSP will conduct educational programs within their communities to promote aspects of highway safety best suited to and supported by their community needs and resources. Programs promote proper use of restraint systems and other safe driving habits and discourage drinking and driving. The program also provide education about pedestrian, bicycle, and school bus safety, and other special population issues. Currently, a CTSP operates in Newport. GHSP is trying to further expand this program, but this is a time-intensive effort, and finding suitable personnel and sponsors is proving difficult. All CTSP's operate under the Safe Communities concept and promote local problem identification for potential countermeasures. Plans to expand this program in the Capitol Region are underway.

Program Areas Supported: Alcohol and Drug Countermeasures
Occupant Protection
Child Passenger Safety
Pedestrian and Bicycle Safety
Pupil Transportation
Speed

EMERGENCY NURSES CARE

The Emergency Nurses CARE Program educates Vermonters from elementary school through senior citizens about the effects of alcohol and other drugs and the dangers of impaired driving. The ENCARE program centers on a slide presentation showing crash victims being treated in an emergency room trauma center. The associated narrative describes the effects of alcohol; the injuries, treatment and care of survivors; and the personal and social consequences of alcohol-related crashes. The program emphasizes the dangers of impaired drivers and other risky driving practices and encourages safe alternative choices. ENCARE uses former victims to assist in the

presentation whenever possible. ENCARE also plays a lead role in the “THINK” memorial sign program, which marks the sites of alcohol-related fatal crashes.

Program Areas Supported: Alcohol and Drug Countermeasures
 Occupant Protection
 Child Passenger Safety
 Speed

VERMONT NETWORK OF EMPLOYERS FOR TRAFFIC SAFETY (VNETS) COORDINATOR

Vermont employers are a resource with whom we are creating a partnership. The statewide kickoff for the NETS Campaign, which was a one-day workshop, was held in September 2000. Since that time numerous Vermont companies have joined with us to reduce traffic crashes among their employees. Through the employers we envision workers being introduced or reintroduced to safe driving habits. It is hoped that these habits will spill over into their personal lives as well as spread within their families.

Program Areas Supported: Alcohol and Drug Countermeasures
 Occupant Protection
 Child Passenger Safety
 Pedestrian and Bicycle Safety
 Speed

ANNUAL SAFETY BELT USE SURVEY

A statewide, NHTSA-approved, observational survey to estimate the rate of safety belt use for drivers and front seat passengers is conducted annually. The measurement is needed to determine the level of success of our on-going programs. As a result of the Click It or Ticket project, intensive surveys were taken in May, with self-surveys being placed in Department of Motor Vehicle offices for the first time. New methods for breaking down survey data by counties are being used as well, which will enable GHSP to better target education and enforcement.

Program Areas Supported: Occupant Protection and Traffic Records

ROLLOVER CONVINCER DEMONSTRATION AND EDUCATION PROGRAM

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.

Program Areas Supported: Occupant Protection

SKID MONSTER PROGRAM

Young drivers do not get the feeling of being out of control in a vehicle until the situation may put their life in jeopardy. This device 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.

Program Areas Supported: Youth

DEPARTMENT OF EDUCATION YOUTH PROGRAMS

GOVERNOR'S YOUTH LEADERSHIP CONFERENCE: This teen-planned and organized conference is an opportunity for concerned young people to gather to learn what they can do in their schools. SADD and VTLSP members come to a central location to attend workshops and hear speakers, learn what is going on nationally, and what programs have worked for other schools. The conference is held annually, early in the school year, so that the information, peer support and enthusiasm generated can be used throughout the school year. It has had great success in past years, and will be a cornerstone of youth education programs.

COORDINATOR: The Department of Education administers youth-oriented traffic safety education programs. The Education Consultant in the Youth and Traffic Safety Unit is responsible for coordination and support of these programs. Programs include Students Against Destructive Decisions, Vermont Teen Leadership Safety Program, Youth Advisory Council and Vermonters' Impact Panel. The consultant works with schools, educators and students to advance and expand in-school traffic safety education programs and materials.

VERMONTERS' IMPACT PANEL: This panel, managed through the Department of Education, takes real stories of alcohol use/abuse and the consequences to schools, youth activities and civic groups. The participants are all volunteers.

YOUTH ADVISORY COUNCIL (YAC) AND VERMONT TEEN LEADERSHIP SAFETY PROGRAM (VTLSP): These programs conduct in-school activities to inform and involve staff and students in youth-oriented traffic safety issues. They promote all safe-driving behaviors and encourage students to drive in a safe manner through peer-operated programs.

ELEMENTARY SCHOOL EDUCATION PROGRAMS

Highway safety education must begin at the elementary school level to influence behaviors as adults. This program takes advantage of a local talent to provide highway safety information to elementary school age children while entertaining them with a magic show. The learning is fun, entertaining and important.

Program Areas Supported: Alcohol and Drug Countermeasures
Occupant Protection
Pupil Transportation

PUBLIC INFORMATION AND EDUCATION

MATERIALS: The staff of GHSP will design, procure and distribute educational and promotional materials targeted toward our most visible campaigns to be used by all highway safety advocates in Vermont. Material themes will be driving under the influence of alcohol or drugs, speed, child passenger issues, occupant protection and other subjects identified by local need and NHTSA priority areas. These materials will be used in coordination with the themes of scheduled waves of planned, coordinated media activity and enforcement.

MEDIA PROGRAM: Traffic safety issues are but one of many that are clamoring for attention from the media. Paid media, as opposed to earned media, obviously garners more attention. This was clearly demonstrated as part of Click It or Ticket, which has an 80 percent recognition rate in Vermont. Saturating the airwaves for two weeks had a massive impact. However, very limited funds are available for other campaigns, which mean alternatives must be found. In addition, Vermont has a radio market that is extremely limited as far as listening reach. We have more than 80 radio stations, and in the most rural parts of the state, stations fade out very quickly. Vermont is also heavily dependent on satellite television, so localized commercials have no impact with these viewers. Reaching our most rural areas continues to be a challenge. Partnerships have helped. The Association of General Contractors changed electronic billboards used in construction zones during campaigns to run the appropriate message, i.e. You Drink You Drive You Lose. Without funds to buy media, partnerships become even more critical, and we intend to pursue every available opportunity.

Program Areas Supported: Aggressive Driving
Alcohol and Drug Countermeasures
Bicycle Safety
Child Passenger Safety
Distracted Driver
Highway Safety Improvements
Motorcycle Safety
Occupant Protection
Pedestrian Safety
Speed
Traffic Records
Youth Programs

PUBLIC INFORMATION OFFICER

Vermont has struggled in taking advantage of the opportunity for earned media. We have a PIO who is charged with helping us to publicize our events and programs. He will develop and implement a program of earned media, and take advantage of opportunities to produce public service announcements whenever possible. He will also write and produce paid media television and radio spots for planned campaigns.

Program Areas Supported: Aggressive Driving
Alcohol and Drug Countermeasures
Occupant Protection and Child Passenger Safety
Pedestrian and Bicycle Safety

Pupil Transportation
Motorcycle Safety
School Bus/Pedestrian Safety
Speed

2006 OTHER PROGRAMS (Proposed)

TRAFFIC RECORDS

IMPROVED DATA ANALYSIS CAPABILITY: Problem identification and data analysis is an ongoing task in highway safety and is becoming increasingly important as we move toward benchmarking our highway safety efforts. Vermont has, in the Vermont Center for Justice Research (VCJR), a committed partner in highway safety data analysis. As potential problems are identified, the capability to explore that problem through systematic problem identification must be created and maintained. This task will allow VCJR to provide issue specific research and analysis of highway safety issues and help GHSP create the types of problem identification that will be most helpful in planning our future actions.

CRASH DATA RESOURCE BOOK: During the past ten years, the Vermont Center for Justice Research (VCJR) has produced a Vermont Crash Data Resource Book for each year from 1991 through 2001. This gives us an eleven-year history of crashes in Vermont. All of these books, and their associated databases, are based on the formerly used ATARS System or on the new pc based system, currently used by the Agency of Transportation. We are creating an ability to identify trends in Vermont crashes. Crash data allows us to measure future improvement efforts against historical data and determine the effectiveness of our efforts. We intend to continue our long standing affiliation with VCJR and our efforts at improving the collection of pertinent Vermont data.

TRAFFIC RECORDS IMPROVEMENTS: Traffic records in Vermont are fragmented and difficult to use. We have replaced the legacy mainframe system on which Vermont has collected crash data since the early seventies. We intend to electronically link that new Access-based Agency of Transportation system with the Department of Public Safety incident-based reporting system to eliminate multiple data entry. We also intend to improve the DPS system to collect reports of more crashes. Two projects in Department of Health will (1) initiate and test an Emergency Medical Services run report system and (2) connect dispersed Datamaster alcohol breath testers to allow data extraction and remote maintenance access.

It should be noted that we have revamped our web site and all resource books are available for the public to use for research.

Program Areas Supported: Alcohol and Drug Countermeasures
 Occupant Protection
 Child Passenger Safety
 Traffic Records
 Pedestrian and Bicycle Safety
 Pupil Transportation
 Roadway Safety
 Speed

EMERGENCY MEDICAL SERVICES ACTIVITIES

TRAINING CONFERENCE: The EMS staff provides this annual training opportunity for all Vermont's EMS providers. The EMS staff arranges conference facilities, sets the agenda, secures session speakers and trainers and coordinates accommodations. Each Vermont EMS provider receives an invitation with conference information. The EMS staff also sends invitations and information packets to organizations wishing to provide educational displays and exhibits and coordinates the display area. The attendance at this conference increases each year. GHSP participates by providing information, presentations and materials on highway safety initiatives, and through financial support.

Program Areas Supported: Emergency Medical Services

LIFESAVERS EVENT

This event provides an opportunity to recognize and honor those individuals that have contributed to Vermont's highway safety efforts in the past year. The purpose is to build camaraderie, facilitate networking and provide an opportunity for general training, and most importantly, provide motivation for individuals to be involved in safety initiatives. This gathering provides an opportunity for GHSP staff, NHTSA regional representatives, law enforcement, legislators and other highway safety workers and advocates to meet and interact to increase program effectiveness.

Program Areas Supported: Alcohol and Drug Countermeasures
 Education and Enforcement
 Occupant Protection
 Child Passenger Safety
 Pedestrian Safety
 Bicycle Safety
 Motorcycle and School Bus Safety
 Youth Programs
 Highway Safety Improvements

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 percent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out

local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

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

Cash draw downs 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 draw down 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. sub section 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. sub section 794, which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. sub section 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 alcohol abuse or alcoholism ; (g) sub section 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. SS 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 abuse 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 calendar 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 thirty 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 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 the above 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 items 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 are of an unsatisfactory 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 U.S. Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT).

The State will comply with the provisions of 5 U.S.C. Sub Section 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.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-awards 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 the 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 perspective 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 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 the 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 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.

Instruction 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 whom 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 VoluntaryExclusion—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 form the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which is

- 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 does a prudent person in the ordinary course of business dealings normally possess.
 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 Transaction:

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 participants shall attach an explanation to this proposal.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2006 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, 2005

Commissioner Kerry Sleeper
Governor's Highway Safety Representative

U. S. Department of Transportation							
National Highway Traffic Safety Administration							
Federal Highway Administration							
HIGHWAY SAFETY PROGRAM COST SUMMARY							
State:	VERMONT		Number:	Preliminary		Date:	
PROGRAM	APPROVED PROGRAM	BASIS FOR %	STATE/LOCAL	FEDERALLY FUNDED PROGRAMS			
AREA	COSTS	CHANGE	FUNDS	PREVIOUS BALANCE	INCREASE/DECREASE	% CHANGE	CU
CP	380,000.00			0.00	310,000.00		
OP	155,000.00			0.00	135,000.00		

PT	500,000.00			0.00	500,000.00		
EM	7,000.00			0.00	7,000.00		
PA	100,000.00			0.00	50,000.00		
SAFETEA							
164AL	6,000,000.00			0.00	2,400,000.00		
J2-02-06(405a)	100,000.00			0.00	0.00		
2003bOP	50,000.00			0.00	0.00		
J8-02-03(410)	65,000.00			0.00	0.00		
J9-02-09(411)	200,000.00			0.00	0.00		
157OP Inovative	41,000.00			0.00	0.00		
163 .08	250,000.00			0.00	0.00		
SAFETEA - LU							
405	760,000.00			0.00	760,000.00		
408	300,000.00			0.00	300,000.00		
410	240,000.00			0.00	240,000.00		
2010	100,000.00			0.00	100,000.00		
2011	100,000.00			0.00	100,000.00		
NHTSA TOTALS	9,348,000.00	0.00	0.00	0.00	4,902,000.00	0.00	
State Official Authorized Signature:				NHTSA Official Authorized Signature:			
NAME: _____				NAME: _____			
Kerry Sleeper, Commissioner				Philip Wieser			
TITLE: Governor's Representative				TITLE: Regional Administrator			
DATE: _____				DATE: _____			