

2007



Governor's Highway Safety Program



Annual Report

CONTACT INFORMATION

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2007 ANNUAL REPORT

INTRODUCTION

2007 was a trying year in Vermont's Highway Safety Office. The Coordinator was gone to Iraq for the year, the Occupant Protection and Child Passenger Safety Specialist had a serious medical condition and was gone most of the year and the Grants Program Manager that monitors all enforcement grants was new to the job in October 2006.

Those conditions left two staff members to fill the voids, train the new Grants Manager and keep the program going.

As things have a way of doing, everything worked out. The Coordinator had done many of the start-of-fiscal year tasks before she left for Iraq and those left in the office were able to get 2007 going without an administrative nightmare. The OP/CPS specialist, although out of the office for many months, had an established network of trained people that worked with her at her home through the months to keep the Program running and vibrant. The newly hired Grant Manager turned out to be an excellent choice and more than filled the void left by the retirement of the previous incumbent.

The gains made as the result of the mid 2006 law enforcement summit on traffic fatalities carried into 2007. Of the first eleven months, seven had death totals below the three-year average (2004 – 06) for monthly counts. We expect 2007 to be a record low, or near record low, year for Vermont fatalities. In the area of alcohol-related deaths, we expect the count to be under 30 deaths for the third consecutive year. The number of young adults is also down; through the end of November, there have been six highway deaths in the 15 – 20 year old population. This is the first time since 2001 that less than ten of that age group died on our highways.

A major contributing factor in this success is the increased use of restraints by Vermont vehicle occupants. Our post Click It or Ticket campaign observational survey yielded an 87.1% restraint use. The highest use rate ever recorded in Vermont.

We look forward to 2008 when our staff will be back to full strength. We expect to continue our success in reducing death, injury and property damage as a result of motor vehicle crashes.

Stephen Reckers, Acting Coordinator

VERMONT PROJECTS

IMPAIRED DRIVING

Vermont follows national trends; 8 in 10 operators taken into custody for driving under the influence are male, and 70 percent of those are first time offenders. About 90 percent of repeat offenders see some jail time, but like everywhere else, our prisons are overcrowded and sentences are generally of short duration. The number of DUI charges disposed in court each year in Vermont has exceeded 5,000 for the past three years.

Because participation by law enforcement mobilizations is voluntary, Vermont is proud of the fact that nearly 100 percent of the law enforcement community participates in two impaired driving mobilization each year. Some agencies get grant money for our campaigns, but all those funds are used to pay officers.

PROGRAM OVERVIEW

We continue to run two **mobilizations** a year. One during the summer and one during the December holiday period. Agencies are adjusting tactics to better target areas and times noted for increased drinking and driving. For instance, checkpoints and saturation patrols along our western border are staying out much later than in the past because bars in New York close two hours after Vermont bars, and agencies noted an increase in crash rates along roadways leading from New York in the early morning hours. We encourage agencies to continue this new approach to combat this problem.

Governor's Highway Safety Program, Vermont State Police and the Vermont Chiefs Association are currently cooperatively coordinating the start-up of a **Drug Recognition Expert** (DRE) program in Vermont. DRE is a growing specialty in law

enforcement that has great promise as a means of identifying and prosecuting drug-impaired drivers. The National Highway Traffic Safety Administration (NHTSA) and the International Association of Chiefs of Police (IACP) endorse the DRE Program. Vermont currently has seven certified Drug Recognition Experts. The Drug Recognition Expert Committee is working to start this program and have it widely used. The committee looks forward to continuing the process and establishing case law in the drugged driving area. The DRE network in Vermont is growing and as it grows, the ability of the police community in Vermont to recognize, identify and prosecute drug impaired drivers improves.

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 leads the "THINK" memorial sign program, which marks the sites of alcohol-related fatal crashes.

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.

We will continue to use a tried and true method: find the problem areas, devise an effective strategy, dedicate the resources, educate the public, and enforce the laws in the highest visible manner to promote safe behavior on our highways.

PROGRAM RESULT

Vermont continues to be one of the best in the nation in terms of alcohol-related deaths per 100 million miles traveled. Our rate of .389 (1995 VMMT) ranks Vermont fifth in the country. We expect 2007 to be the third year in a row that the alcohol-related traffic death count is below 30. This is a great accomplishment and indicates Vermont's commitment to reducing DUI deaths.

Success speaks for itself. Vermont is making progress in terms of impaired driving deaths.

OCCUPANT PROTECTION

Vermont's occupant restraint use has increased by nearly 30% during the Click It or Ticket (CIOT) Era. In 2001, the last pre-CIOT year, the Vermont use rate was a dismal 67.4%. Vermont currently enjoys an 87.1% use rate. We know this rate contributes greatly to the unprecedented low numbers of deaths on Vermont roadways. We fully intend to continue the program to raise the use rate even higher.

PROGRAM OVERVIEW

Vermont's occupant protection program consists of education and enforcement.

On the education front, the Vermont **Occupant Protection and Child Passenger Safety Specialist** promotes use of restraints and proper use of child safety seats. There are 125 CPS Technicians representing 86 agencies. During 2007 there were 17

car seat inspections held where 458 car seats inspections occurred. Our twenty-four car seat fitting stations completed 2,399 inspections. We added four new stations in 2007. Individual technicians completed an additional 722 inspections over and above the inspection events and fitting station activity. Hospital personnel completed another 1,491 inspections and distributed more than 200 seats. There were a total of over 5,000 seats inspected in 2007 and over 1,000 new car seats distributed through the program. These inspection found a 78.2% misuse rate with the most common being improper installation.

In the training area to reduce the misuse, we certified twenty new technicians at the standardized training held in May. We held two technical update trainings with 98% attendance. The OPKIDS/TOPS training was provided twice with new recruit classes at the Vermont Police Academy. Vermont also certified two new instructor candidates, provide three two-day trainings for birthing nurses, and 20 other classes of various durations. Two instructors attended Lifesavers in Chicago and one technician attended KIDS in MOTION in Denver. Technicians fielded 550 calls to the Vermont child seat help line (1-888-Tot Seat), responded to 350 requests for restraint materials and staffed 18 displays at events around the state.

Each of the contacts made through this program is an opportunity to promote proper child restraint use and use of restraints for the others in the vehicle. We take full advantage of these educational opportunities.

The community programs described later in this document also have a large component related to safety restraint education as part of their programs.

On the enforcement side, Vermont runs two **Click It or Ticket mobilizations**: a small effort in November over the high-travel Thanksgiving period and another in May during the larger national push to increase belt use.

The Thanksgiving push, although smaller and largely voluntarily supported by Vermont law enforcement is effective in reminding drivers of the importance of restraint use mid-year between the bigger effort each May.

The May 2007 effort involved local departments doing safety checkpoints on their own, 402-funded projects in various police jurisdictions and a full blown Click It or Ticket task force mobilization for areas of special interest.

PROGRAM RESULT

Vermont safety belt use rate is as high as it has ever been. The observed rate of 87.1% both surprised and pleased the highway safety community in Vermont. A rate at that level is pleasing, but to attain that rate without a standard enforcement law is remarkable. We attribute the rate to the hard work of the officers on the road and those persons educating the public about the benefits of being belted. Another contributor to the rate is the debate in our Legislature on changing the law to standard enforcement. The education and activity in the news and in the State House promote awareness and encourage belt use.

SAFTEA-LU § 2011

The § 2011 program did not get started in 2007. The person who would be managing the program, developing the materials and conducting many of the activities was out for much of the year. We have great expectations for 2008, but no 2011 funds were expended in Vermont in 2007.

POLICE TRAFFIC SERVICES

Vermont has two direct Police Traffic Services programs and several programs to support those services. The **direct enforcement** grant programs are funded by § 402 for general locally identified problems and a state funded DUI enforcement grants to locals program. These two programs support and compliment the CIOT and You Drink, You Drive, You Lose programs by providing year-long continuing police traffic enforcement presence on Vermont highways. This technique keeps up the pressure between mobilizations and yields Vermont's lower fatalities and increase belt use.

In 2007, these two enforcement programs accounted for over 15,000 hours of enforcement including nearly 1,200 hours at 206 checkpoints. Officers on these details stopped over 40,000 vehicles, wrote 12,197 traffic citations and issued 10,457 warnings. These officers administered 2,017 breath tests and arrested 346 intoxicated drivers.

The programs that provide the support the direct enforcement effort needs to be most effective are the police liaisons, the Vermont Law Enforcement Challenge and the crash data analyst.

The **three law enforcement liaisons** are instrumental in coordinating between State, local and county agencies, They plan activities throughout the year, support agencies in planning local activity based on crash history, develop media contact information, train and assist agencies in Vermont Law Enforcement Challenge submittals and run the CIOT and alcohol mobilization Task Forces.

The **Vermont Law Enforcement Challenge** (VLEC) promotes better and increased traffic safety activity in the agencies by rewarding that behavior. In 2007, the VLEC had a grand prize of a police package cruiser which all category winners were eligible to be awarded. The VLEC awarded lesser items to winners in addition to the eligibility of the vehicle. Many of Vermont's submittals placed well in the International Association of Chiefs of Police national Law Enforcement Challenge competition.

The **Crash Data Analyst**, created during 2007, is an asset to all law enforcement agencies to identify crash patterns, causes and locations. The efforts of the analyst will make law enforcement more effective in supporting our goals of reducing death, injury and property damage on Vermont roadways.

COMMUNITY PROGRAMS

PROGRAM OVERVIEW

The educational part of the Vermont Highway Safety Program encourages good transportation choices. We work to target our message to specific populations and tailor that message to the problem in that population. For example, in the Vermont Teen

Leadership Safety Program and Early Traffic Safety Education our intention is to grow young Vermonters into safety minded adults. Other populations require other messages and we develop them as we identify problems.

The **Vermont Teen Leadership Safety Program** (VTLSP) and the **Center for Teen Leadership & Safety** work hand-in-hand to promote safe life choices in the young adult population. VTLSP has membership in high schools across Vermont. Each school has teen advisors to mentor and guide the school's activity. Students in these schools conduct peer-to-peer role modeling to promote a wide variety of smart choices. Paramount in these choices are safety belt use and smart choices regarding drinking and especially impaired driving. We, in GHSP, know that if we can get students to buckle up and shun drinking and driving as they start their driving careers, they will continue these habits. We continued to work with VTLSP throughout 2007.

VTLSP was also heavily involved with promoting the Stop Teen Alcohol Risk Taking (START) program. This program targets underage drinking parties. With students help through information, teams of enforcement officers are able to intervene with parents and landowners to prevent drinking parties either in a home or on land owned by a consenting adult. If such a party is found to be occurring, these same officers assemble and take action to stop and investigate the party and its sponsors. VTLSP members also create public information and materials to distribute around the state and promoted the 1-866-Teen Use toll free number that is used to report underage drinking. While there is no MADD chapter in Vermont, students of the VTLSP participated in national meetings of SADD, and worked with the National Guard Drug Reduction Unit, the Department of Liquor Control, School Resource Officers and DARE officers around the state and sent students to the National SADD conference in New Orleans, along with adult advisors. VTLSP members also testify in the legislature regarding graduated license laws.

The **Community Traffic Safety Program** in Newport, Vermont, Traffic Safety of Orleans and Northern Essex (ONE) Counties is still active in Vermont's Northeast Kingdom. The successful

program has continued its mission to educate their community members on the importance of safe highway use. This CTSP operates in one of the lowest belt use and highest alcohol use areas of Vermont.

The same organization that supports Traffic Safety ONE, supports the **Early Traffic Safety Education program**. This statewide program consists of a speaker with a magic show to travel to elementary schools in Vermont to promote safe behaviors on and around school buses, as pedestrians, as bicyclists and as motor vehicle passengers. This first step in the growing of highway smart and safe citizens targets students in the early grades of elementary schools. The show is participatory and well accepted by every audience that sees the show.

A program based in the Vermont Department of Labor, the **Work Place Traffic Safety Program**, encourages employers to treat the roadway as the workplace for many of Vermont's workers. By focusing attention on the cost of crashes to businesses, this program helps employers to incorporate traffic safety issues into their company accident reduction plans.

Vermont Highway Safety made a change in the **Public Information Officer** (PIO) Program we have had for several years. The program is now a state employee dedicated to promoting safe driving behaviors by writing and distributing press releases, producing public information materials and keeps the GHSP web page current. The PIO participates in the Vermont statewide, and agency wide within state government, marketing and promotion work group. This cooperative group gets resources for our program which would otherwise not be available.

Finally, the partnership with National Safe Kids continued to help with the purchase of car seats and supplies, and promoting child safety seat inspections around Vermont

PAID MEDIA REPORT

Vermont now has a Chief Marketing Officer (CMO) and contracts with three marketing agencies. GHSP takes advantage of this streamlined process and

expertise and gets more bang for the buck than ever before with our scarce advertising dollars. We particularly need to thank HMC and their employee Paula Bazluk for efforts to get our messages on air and targeted to the right audiences.

Kudos as well to Christine Werneke, CMO who helped make the whole process easier and more timely.

Federal dollars fund the national Click It or Ticket campaign, and we saturated the airwaves in May. We ran four different television ads, and two different radio spots. Post campaign survey results showed an 88% recognition rate, with the average Vermonter seeing or hearing the spot at least 7 times. The Click It or Ticket phrase could be the best known slogan in Vermont.

PROGRAM OVERVIEW

Vermont's unique media problems remain unchanged as well, with heavy dependence on satellite television, negating local advertising, and the preponderance of radio stations with limited range. This is especially prevalent in our more rural regions, which have the lowest belt use rates. When we are granted federal funding, such as the May CIOT, we can saturate the state, and reach most areas.

Clear Channel Radio continues to champion our cause of traffic safety and is always approaching us about new messages on member stations at no cost to GHSP and we can't thank the stations enough for their continued support of our mission.

NOTEWORTHY PRACTICES

Vermont GHSP, in recognition of the increasing deaths of motorcyclists, made an effort to provide a training opportunity for Vermont rider coach cadre. The 2007 State Motorcycle Safety Administrators (SMSA) annual conference was to be held in Buffalo, New York. Having such a resource so close and not to take advantage of that proximity, seemed wasteful at best.

We decided to offer to pay the registration of any active Vermont rider coach for this conference. Rider coaches paid their own expenses other than the registration. The result was that nearly half (13) of the rider coaches attended and benefited from the training and professional development opportunities at the conference. With such a small number of coaches active in Vermont (~ 30), we felt it was important to make them the best that we could. We decided the opportunity for the SMSA national conference to be so close was a perfect instance where GHSP could support the coaches without requiring a large sum of money. Before we offered to sponsor coaches, less than five were expected to attend. We estimate, our support tripled the attendance by Vermont rider coaches.

PROBLEM STATEMENT: The number of motorcycle rider deaths is increasing both nationally and in Vermont. Training riders can have a benefit to individual riders and the motorcycle rider population through word of mouth in this population. Having the best trained rider coaches could have a positive impact.

The **OBJECTIVE** was to increase the professional development and proficiency of motorcycle rider coaches that were actively training novice, intermediate and experienced motorcyclists in Vermont.

Our **STRATEGY** was to sponsor active rider coaches to encourage participation in the State Motorcycle Safety Administrators annual conference

Funding Source: \$ 402

Cost: \$2,992.50

Contact: Robert King
 Grants Coordinator
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LOOKING TO THE FUTURE

The highway safety picture in Vermont is looking better than it has in the past. Belt use is up and alcohol-related deaths are down in both the general population as well as young adults. We are optimistic because we see unprecedented cooperation among law enforcement agencies and advocates to rally around our initiatives. The rise in motorcycle rider deaths over the past few years abated in 2007 with only seven deaths in crashes involving a motorcycle. That is encouraging after three years of double-digit deaths in that category. 2007 is certainly a year to encourage highway safety advocates in Vermont and a year we can use as a springboard to greater efforts and results in the years to come.

Significant challenges to be addressed:

The commitment by the Department of Public Safety, the Association of Chief's of Police, the Sheriff's Association and the Department of Motor Vehicles to do increased enforcement with fewer dollars is more than heartening. But we have to ask ourselves how long this commitment can be maintained with uncertain resources. Agencies continue to be short-staffed and have to deal with more than motor vehicle complaints. Recognition that all crime can be reduced with traffic enforcement is high in Vermont, but pressure is being applied to law enforcement officials by town governing bodies that are not seeing rewards and incentives seen in the past that made it easy to justify sending cruisers and personnel outside of normal jurisdictions. And with most agencies in Vermont small in size, joint ventures are needed to

have a significant impact on highway safety measures.

Vermont had one of the best seat belt usage rates of any state in the nation with a secondary law. We've slipped in ranking however, as more states have passed primary laws, and are participating in CIOT.

Vermont also faces sanctions for lack of repeat offender laws concerning drinking and driving. While the Legislature did pass Act 117, adding resources for combating drinking and driving, taking further necessary steps have yet to happen.

Significant training, technical assistance, expertise and other resources necessary for success:

Vermont faces the same problems as other states; tight budgets, lack of personnel, aging equipment. Our Datamasters need replacing, our law enforcement agencies are understaffed and under-trained, and Congress, while it has passed a highway safety budget, has yet to commit funds. A bright spot is Vermont's new Drug Recognition Expert program, with seven officers already trained and certified, and willing to assist any agency with their expertise, and plans in place to further expand this program.

None of these challenges are new, or unique. Budgets are always tight in lean times. The challenge for all GHSP's will be to find ways to keep our programs in the forefront. And we must for one simple reason - HIGHWAY SAFETY PROGRAMS SAVE LIVES AND DOLLARS.

PERFORMANCE MEASURES & TRENDS

The performance measures established by the Governors' Highway Safety Association (GHSA) are broad based measures that gauge a state's progress on highway safety. Vermont is adopting these measures. In future plans and reports our goals will be based on the GHSA model and those measures identified by GHSA.

However, in the 2007 Vermont Highway Safety Master Plan we identified two measures that are not reflected in the GHSA measures. They are: the proportion of Vermont crashes with speed identified as a contributing factor and the percent of 15 – 20 year old occupants restrained in fatal crashes. These two measures will not appear in any plans in the future. We will address these measures in this report because they are in the 2007 Master Plan.

The proportion of Vermont crashes with speed identified as a contributing factor is increasing. The data shows an increase over the latest available years but this could be a result of increased reporting. We will have to wait for more years of data to determine if there is an increase or if the rise in numbers is the result of increased reporting.

Although we cannot tell what is causing the rise in numbers, we are taking steps to reduce speed related crashes. There are projects under way in Windsor and Chittenden Counties. We have already conducted one speed management workshop which resulted in a task force being organized in Chittenden County. The Windsor County Sheriff's Department and the Sheriffs'

GHSP Liaison have moved forward with a project to identify speed related crash locations in the county and are already looking at the enforcement response to the data analysis result.

The percent of 15 – 20 year old occupants in fatal crashes is decreasing. Based on FARS data the portion of 15-20 year olds who were involved in fatal crashes and restrained peaked in 2003 and 2004 at 66.7%. During the two years subsequent to that, the proportion dropped to 47.4% and 45.5% respectively. This occurred despite the increase in restraint use in the general population. An encouraging bit of information is that the 2007 FARS data to date shows that for 2007, six of the seven of these young adults were restrained for an 85.7% rate.

Although the 2007 data to date is encouraging, we will keep this special population in mind as we go forward. Restraint use is an important part of the Vermont Teen Leadership Safety Program. Based on this data, we will alert the VTLSP program manager of the need for a renewed emphasis on restraints for all operators and passengers.

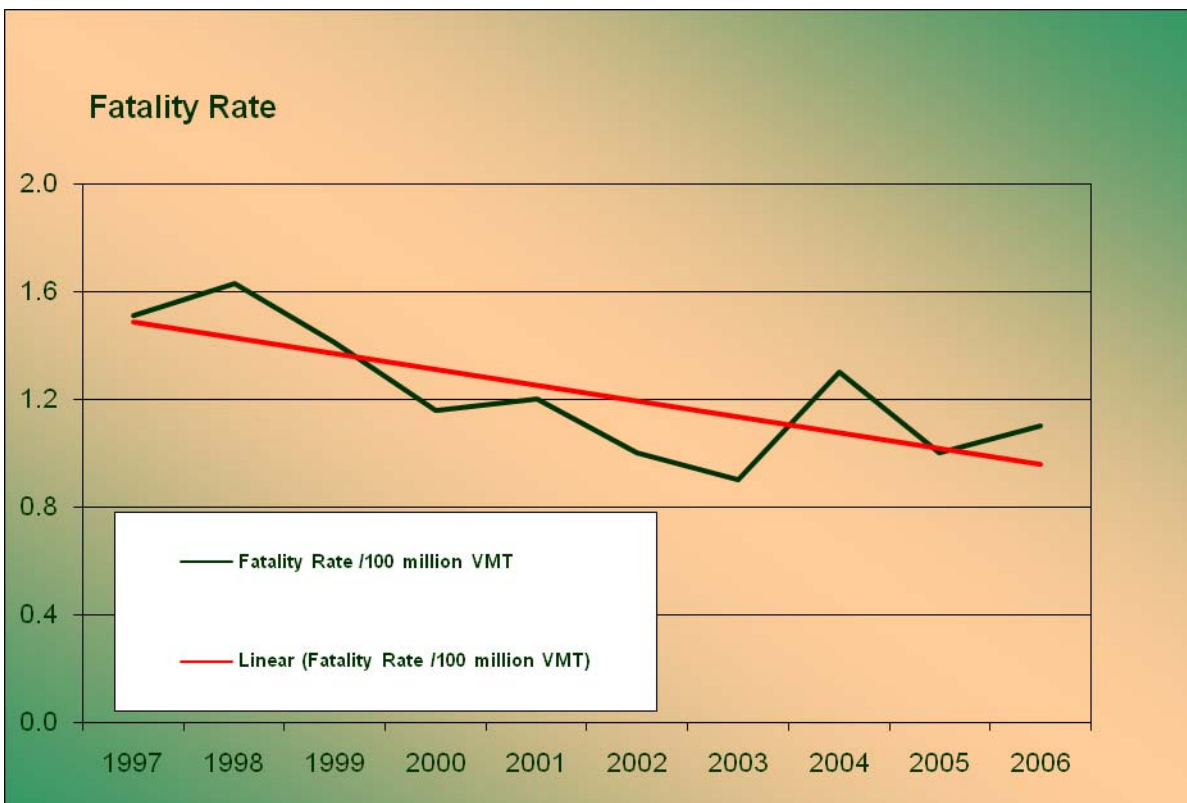
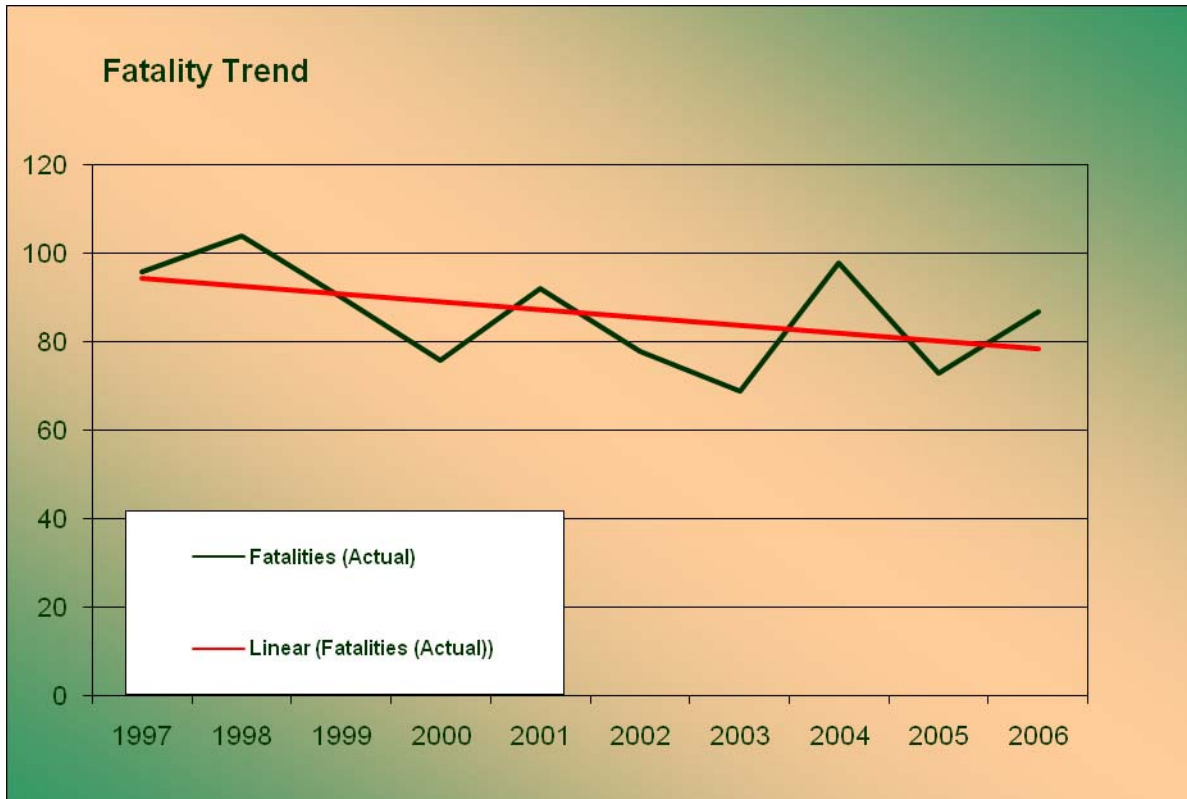
As was stated before these two measures will be dropped from future documents as Vermont indicators, but we will continue to monitor the 15-20 population and it is apparent that speed will continue to be a highway safety issue for years to come.

The following pages show the GHSA developed measures and Vermont's progress in those measures

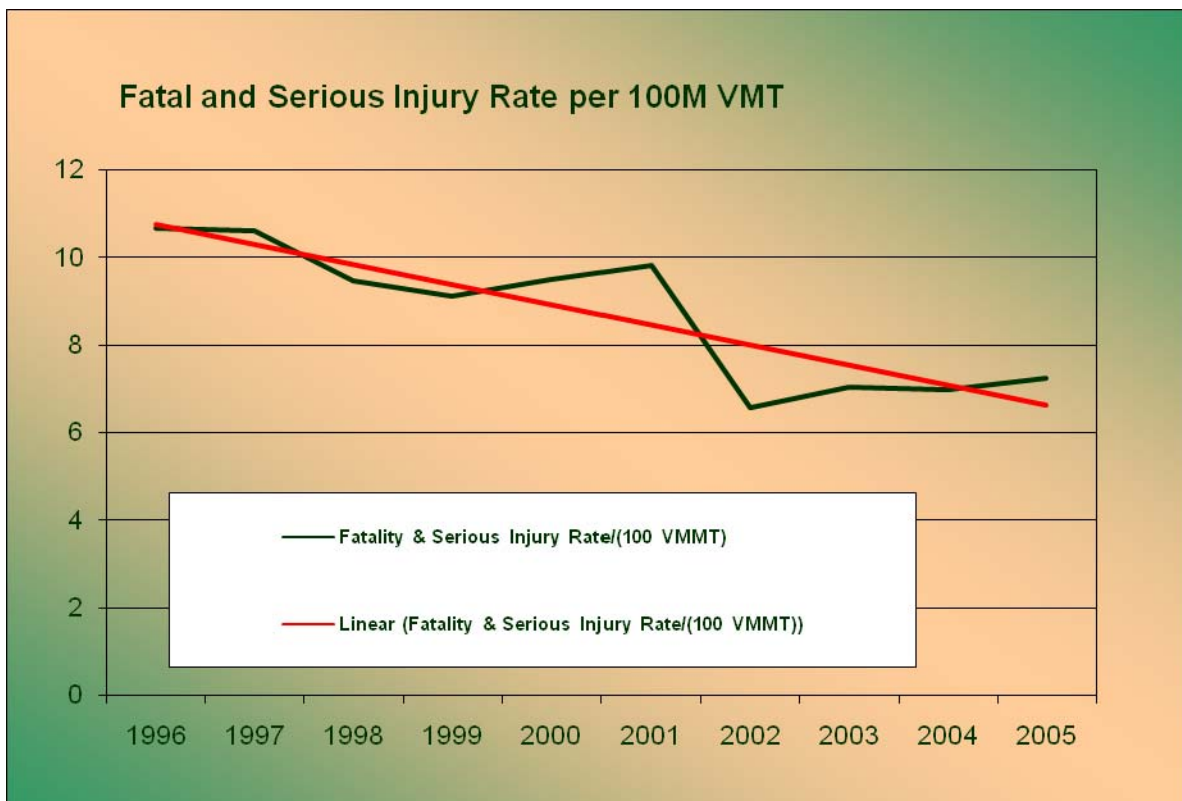
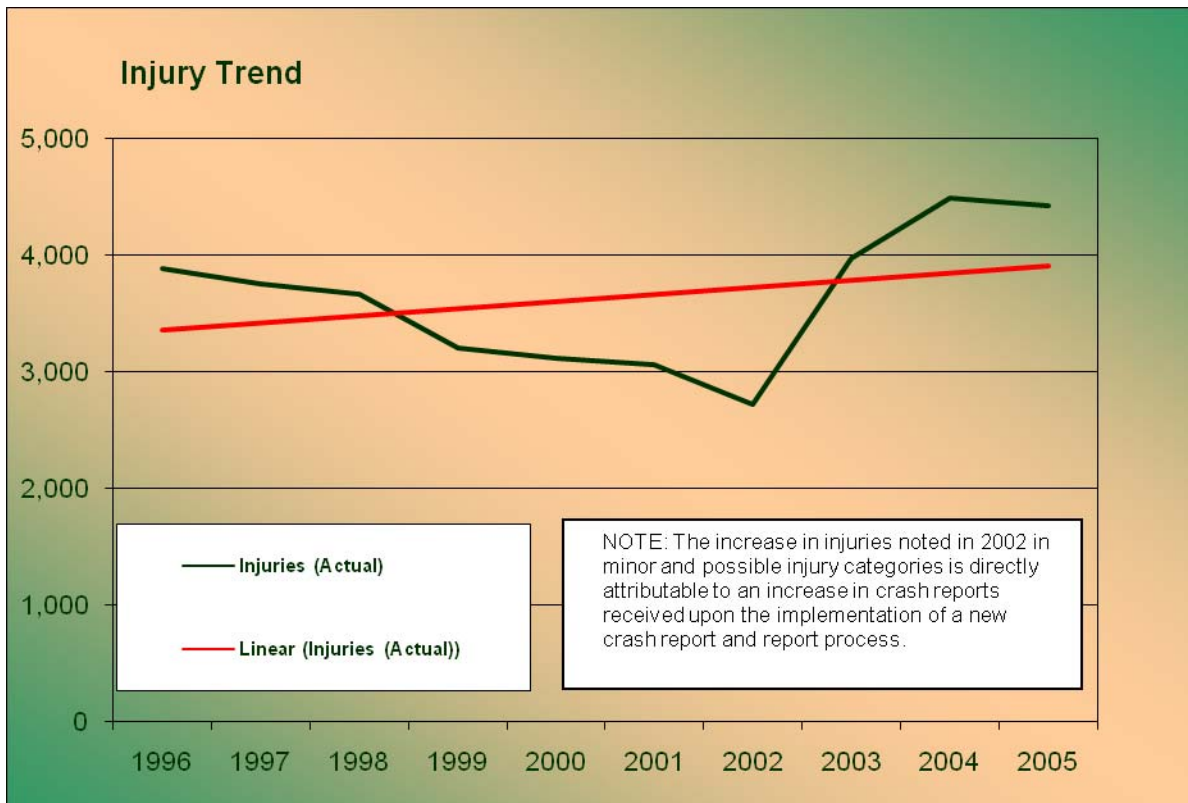
PERFORMANCE MEASURES & TRENDS

1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Fatalities (Actual)										
Fatality Trend (3-year average)										
88	96	104	90	76	92	78	69	98	73	87
90	97	96	97	90	86	82	80	82	80	86
Fatality Rate /100 million VMT										
Fatality Rate Trend (3-year average)										
1.4	1.5	1.6	1.4	1.2	1.2	1.0	0.9	1.3	1.0	1.1
1.5	1.5	1.5	1.5	1.4	1.3	1.1	1.0	1.1	1.1	1.1
Injuries (Actual)										
Injury Trend (3-year average)										
3,883	3,761	3,663	3,202	3,116	3,061	2,720	3,972	4,494	4,426	
4,149	4,019	3,769	3,542	3,327	3,126	2,966	3,251	3,729	4,297	
Fatality & Serious Injury Rate/(100 VMMT)										
Fatality & Serious Injury Rate Trend (3-year average)										
10.64	10.58	9.45	9.1	9.46	9.79	6.55	7.02	6.96	7.23	
11.35	10.84	10.22	9.71	9.34	9.45	8.60	7.79	6.84	7.07	
Fatality Rate/100K Population										
Fatality Rate Trend/100K Population (3-year average)										
14.95	16.30	17.60	15.16	12.48	15.03	12.67	11.15	15.77	11.71	13.94
15.48	16.49	16.28	16.35	15.08	14.22	13.39	12.95	13.20	12.88	13.81
Fatal & Serious Injury Rate/100K population										
Fatal & Serious Injury Rate Trend /100K population (3-year average)										
113.8	114.4	102.4	98.0	101.8	123.3	83.5	90.0	86.4	88.3	
120.7	116.1	110.2	104.9	100.7	107.7	102.9	98.9	86.6	88.2	
Alcohol Related Fatalities										
Alcohol Related Fatality Trend (3-year average)										
40	33	36	33	30	32	26	27	32	29	28
37.0	37.3	36.3	34.0	33.0	31.7	29.3	28.3	28.3	29.3	29.7
Proportion of Alcohol Related Fatalities										
Alcohol Proportion Trend (3-year average)										
45.5%	34.4%	34.6%	36.7%	39.5%	34.8%	33.3%	39.1%	32.7%	39.7%	32.2%
41.3%	38.9%	38.2%	35.2%	36.9%	37.0%	35.9%	35.7%	35.0%	37.2%	34.9%
Alcohol Related Fatality Rate/100M VMT										
Alcohol Fatality Rate Trend (3-year average)										
0.64	0.52	0.56	0.53	0.47	0.41	0.33	0.34	0.40	0.38	0.36
0.60	0.60	0.57	0.54	0.52	0.47	0.40	0.36	0.36	0.37	0.38
1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Percent of Population Using Safety Belts										
Safety Belt Use Trend (3-year average)										
70.9%	62.7%	69.6%	61.6%	67.4%	84.9%	82.4%	79.4%	84.7%	81.8%	87.1%
69.0%	67.5%	67.7%	64.6%	66.2%	71.3%	78.2%	82.2%	82.2%	82.0%	84.5%

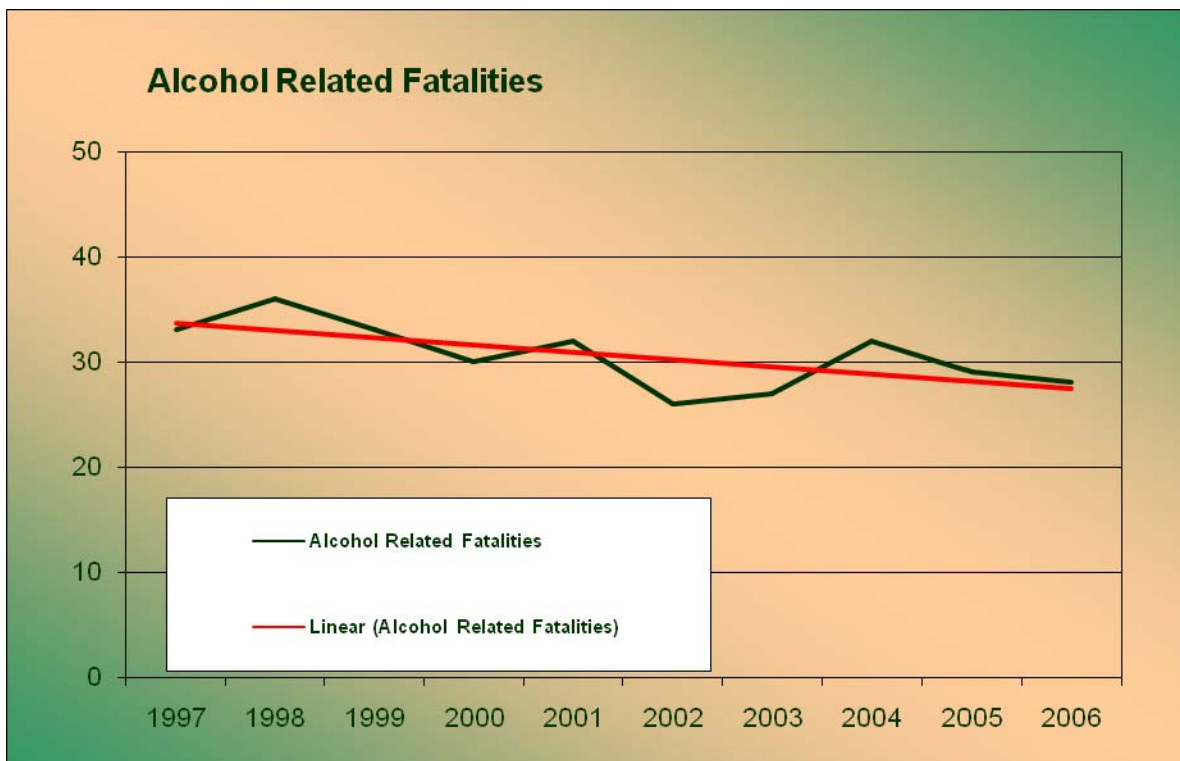
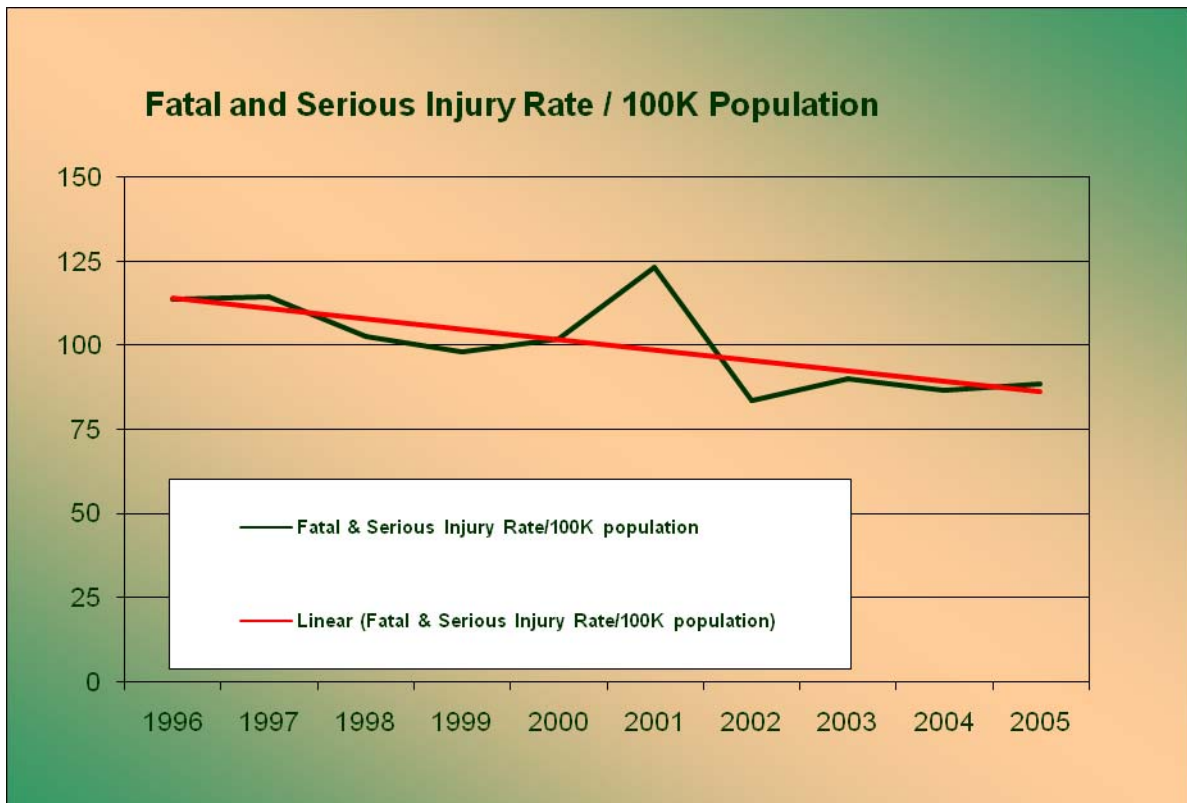
PERFORMANCE MEASURES & TRENDS



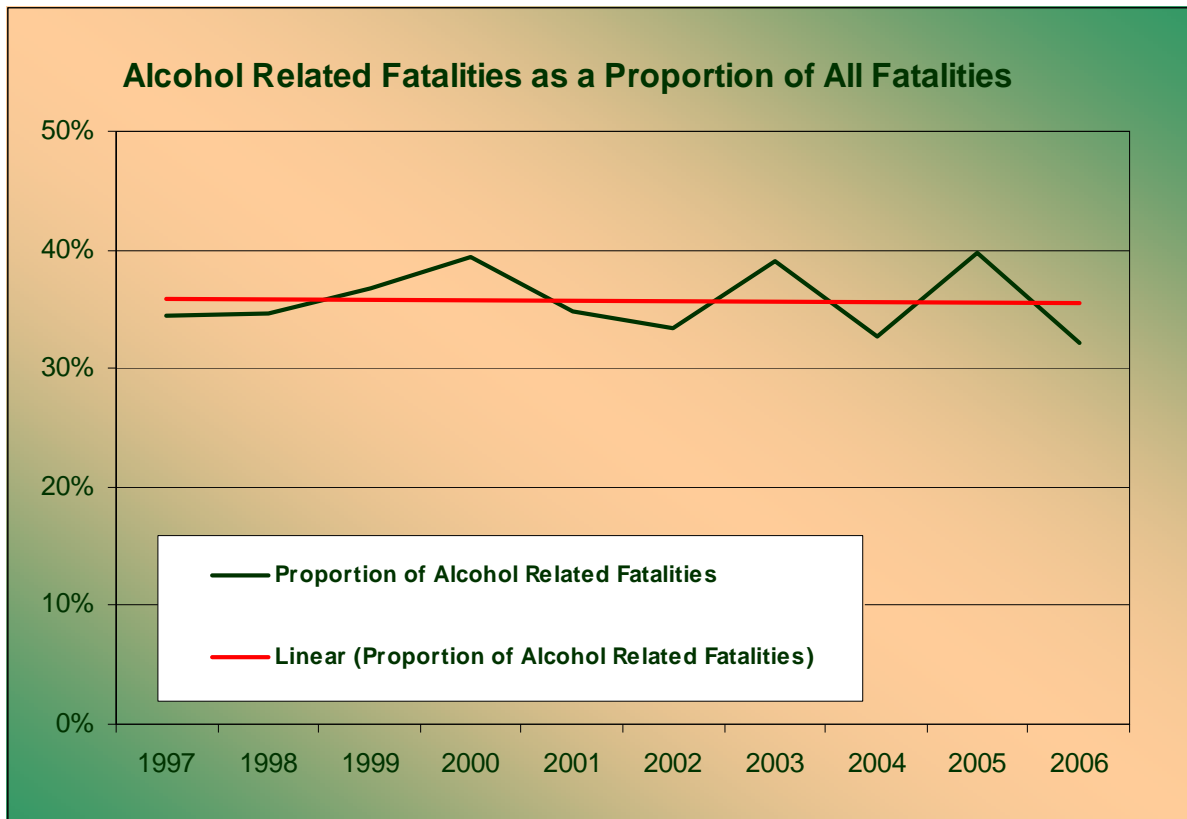
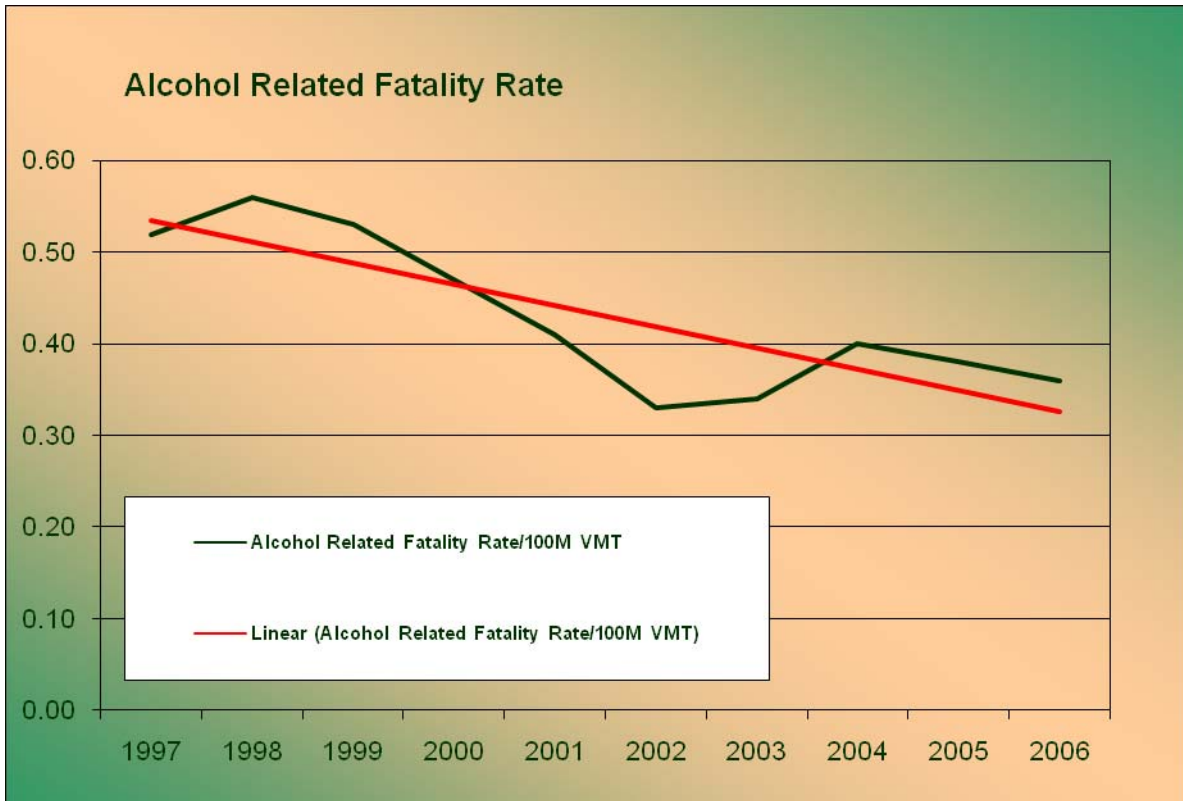
PERFORMANCE MEASURES & TRENDS



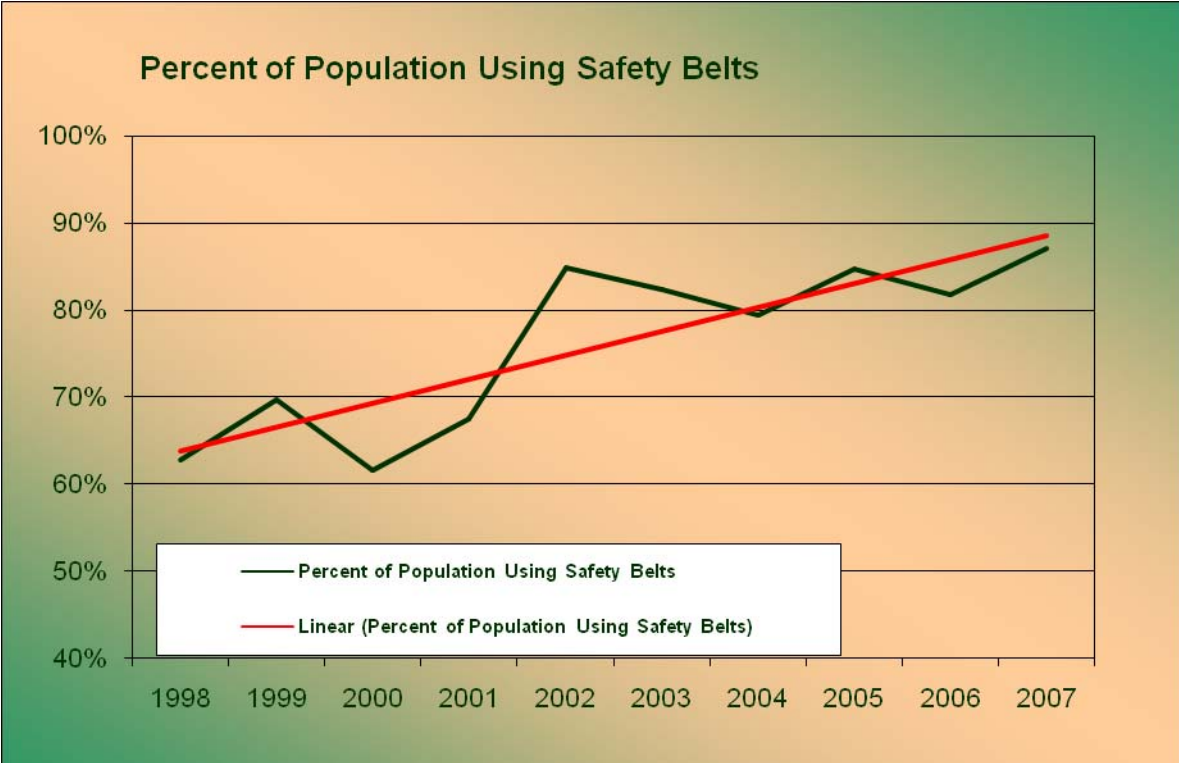
PERFORMANCE MEASURES & TRENDS



PERFORMANCE MEASURES & TRENDS

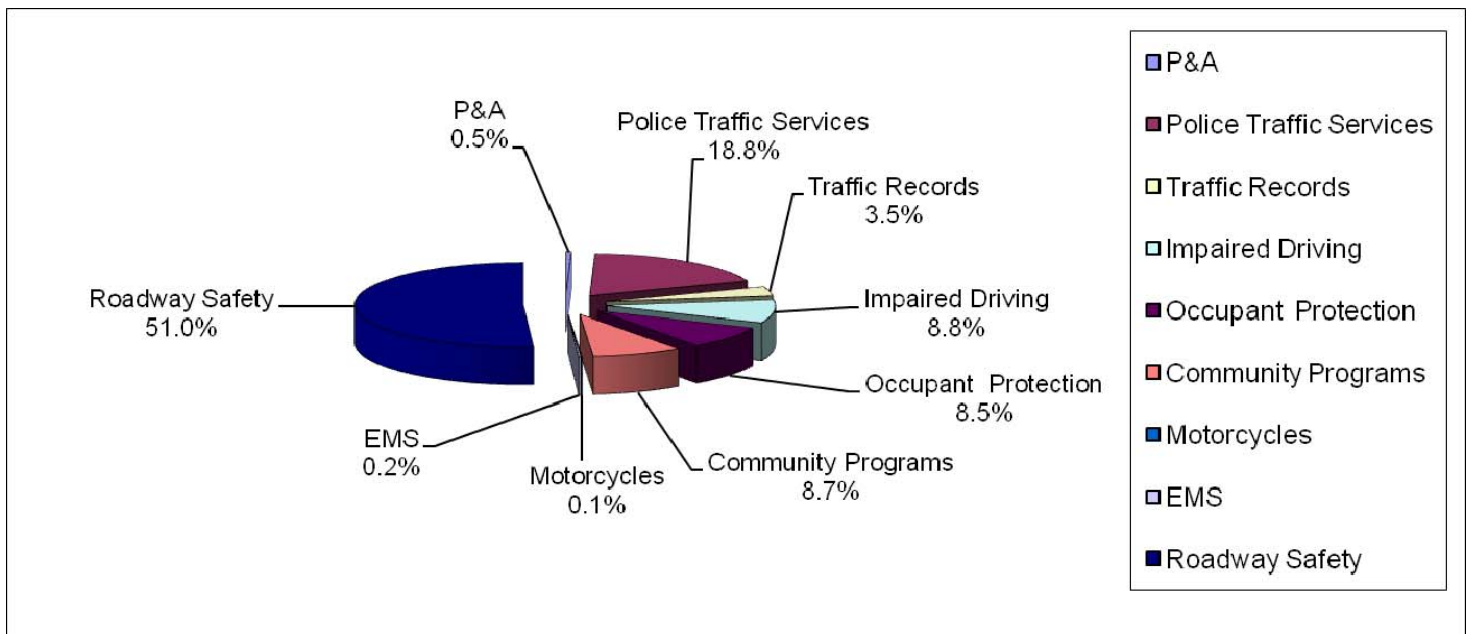


PERFORMANCE MEASURES & TRENDS



FUNDING SUMMARY

Financial Summary - Federal Funds Used FFY 2007									
	402	405	410	408	411	157	164	Total	% of Total
P&A	\$19,626							\$19,626	0.5%
Police Traffic Services	\$735,362							\$735,362	18.8%
Traffic Records	\$14,616			\$72,409	\$38,379	\$13,694		\$139,097	3.5%
Impaired Driving			\$343,778					\$343,778	8.8%
Occupant Protection	\$167,931	\$165,713						\$333,644	8.5%
Community Programs	\$339,447							\$339,447	8.7%
Motorcycles	\$2,993							\$2,993	0.1%
EMS	\$8,000							\$8,000	0.2%
Roadway Safety							\$1,999,982	\$1,999,982	51.0%
	\$1,287,974	\$165,713	\$343,778	\$72,409	\$38,379	\$13,694	\$1,999,982	\$3,921,928	



FUNDING SUMMARY (SUPPLEMENT)

Financial Summary - Federal Funds Used FFY 2007 (excluding 164)								
	402	405	410	408	411	157	Total	% of Total
P&A	\$19,626						\$19,626	1.0%
Police Traffic Services	\$735,362						\$735,362	38.3%
Traffic Records	\$14,616			\$72,409	\$38,379	\$13,694	\$139,097	7.2%
Impaired Driving			\$343,778				\$343,778	17.9%
Occupant Protection	\$167,931	\$165,713					\$333,644	17.4%
Community Programs	\$339,447						\$339,447	17.7%
Motorcycles	\$2,993						\$2,993	0.2%
EMS	\$8,000						\$8,000	0.4%
TOTAL	\$1,287,974	\$165,713	\$343,778	\$72,409	\$38,379	\$13,694	\$1,921,947	

